

East London Railway Joint Committee.

AGENDA.

WEDNESDAY 14th AUGUST, 1889.

1. CHATHAM COMPANY'S REPRESENTATIVE.
Mr. E. Leigh Pemberton in place of Major Dickson, M.P., deceased.
2. LEASE.
 - (i.) Mr. Parkes to report settlement, for £315, of Messrs. Bristows' Bill for Professional services.
 - (ii.) Mr. Parkes to move "That the interest on the Stamp Duty and the amount of Messrs. Bristows' Bill of Costs be paid in like proportions by the Lessee Companies, as was the item of £3,000 for the Stamp Duty, in accordance with Minute 657 of 11th January, 1888."
3. SOLICITORS' CHARGES, HALF-YEAR ENDING JUNE LAST.
To submit.
4. EASEMENT RENT, SHOREDITCH.
Submit correspondence circulated to Companies, and obtain instructions.
5. RAILWAY AND CANAL TRAFFIC ACT, 1888.
Mr. Parkes to ask:—
 - (i.) Whether a schedule for East London Railway is to be lodged with the Board of Trade?
 - (ii.) If so, what, or whose schedule it is to be?
6. TRAFFIC FACILITIES PROVIDED FOR BY CLAUSE 54 OF LEASING ACT.
Lord Alfred S. Churchill to call attention.
7. AUTOMATIC WEIGHING MACHINE COMPANY.
Submit application for reduction of rent from £60 to £40 per annum.
8. PROSECUTION—MOSS TRAVELLING CLASS SUPERIOR TO TICKET.
Report.
9. ACCIDENTS TO BOYS TREACHER AND BALL (TRESPASSERS) 26TH ULT.
Report.
10. TRAFFIC RECEIPTS—APRIL AND MAY LAST.
Submit Clearing House figures.
11. RENT OF LINE TO 30TH PROXIMO.
Ask order for payment.
12. ADJOURNMENT.
To 14.

13. Gas consumption

Submit offer from Gas Economizing & Co. Syndicate

Schedule of Maximum Rates recom-
 mended be deposited with the Board
 of Trade - the Rates for "Live Stock"
 and "Carriages" being those shown
 under the heading "Stu, G.E. and
 L. E." in the tabulated statements contained
 in the Managers' Minutes now approved. ^{James Wilson, Bristol & Co. are to be paid in}
 That the expenses of making
 the formal for the East London Company
 such deposit & be ~~borne~~ paid by this
 Committee.

882. Managers' Meeting, 23rd Inst:

Read Minutes as follows:—

[Insert A]

Mr. Parkes reported that, as asked ^{at the} ~~by~~ last Committee Meeting (Minute 868) he had, on the 16th ^{Office of the} ~~August~~ ^{Ultimo} last, called at the Board of Trade and seen Mr. Courtenay Boyle, who had consented to the time for submitting a revised ³ schedule ² and Classification ^{and Schedule for East London} of Rates (being extended to 1st October next).

Mr. Sydney Waterlow (Chatham Company) and Mr. Powell (District Company) dissenting from the maximum Rates recommended by the Managers,
Resolved,

That the foregoing Minutes be approved, and that the Classification and

EAST LONDON RAILWAY JOINT COMMITTEE.

MANAGERS' MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANFORTH (for Mr. Sarle) for Brighton Company.
 Mr. BIRT " Great Eastern Company.
 Mr. BELL " Metropolitan Company.
 Mr. LIGHT (for Sir M. Fenton) " South Eastern Company.
 Mr. MOYNIHAN " Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. Recommended:— *Maximum Rates*

That the Schedule of ~~the~~ for the Committee's Line to be deposited with the Board of Trade, be as follows:—

Goods and Minerals.

Per ton, per mile.

Class A. 3½d.	} With a minimum charge of 4 miles.
" B. ...	... 4d.
" C. ...	... 4½d.
" 1 ...	... 5d.
" 2 ...	... 5½d.
" 3 6d.	} Same "Terminals" as for "Large Tons" (London).
" 4 ...	... 7d.
" 5 ...	... 8d.

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Bin., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

S.E.

CARRIAGES

Description.	Proposed Maximum Rate per mile.				Proposed Maximum Charge for each mile.	Proposed Maximum Charge for each mile.	Maximum Charge.
	Chariot.	Coach.	Min. 15.	Min. 25.	Min. 40.	Min. 60.	
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a track or platform.	2s. 6d.	2s. 6d.	6d.	6d.	1s.	1s.	70s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh.	2d.	2d.	3d.	3d.	4d.	4d.	
For the use of a covered carriage, truck for the conveyance of any such carriage.	An additional charge of 10s.						

That charter charges might be effected in the Parliamentary Tolls, the Tolls at present in operation on the East London Line are to continue to apply to the traffic of the London Companies.

As by Messrs Waterlow, for (Chatham Company) and Mr. Powell, for (District Company) dissenting from the Maximum Rates recommended,

Resolved,

That the foregoing Minutes be approved, and that the Classification and Schedule of Maximum Rates ^{recommended & the proposed modification} be deposited with the Board of Trade the Rates for "Five Tons" and "Carriage" being there shown under the heading "No. 5 & 6". That the expenses of such deposit be borne by this Committee.

East London Railway Joint Committee.

A G E N D A.

WEDNESDAY, 25th SEPTEMBER, 1889.

1. TO APPROVE MINUTES OF LAST MEETING, SUBJECT TO CERTAIN ALTERATIONS.
2. RAILWAY AND CANAL TRAFFIC ACT, 1888.—CLASSIFICATION AND SCHEDULE OF TOLLS FOR EAST LONDON RAILWAY.
 - (i.) Mr. Parkes to report interview with the officials of the Board of Trade.
 - (ii.) Minutes of Managers' Meetings to be submitted.
3. ACCOUNTS—JUNE HALF-YEAR 1889.

To Submit.
4. SOLICITORS' CHARGES, HALF-YEAR ENDING JUNE LAST.

Report payment.
5. TRAFFIC RECEIPTS—JUNE AND JULY LAST.

Submit Clearing House figures.
6. GAS CONSUMPTION.

Submit offer from Gas Economizing, &c., Syndicate.
7. ADJOURNMENT.

To fix.

12 oct only

Those words having been inaccurately
inserted as representing on the occasion
referred to that Sir Edward Watkin
had acted on behalf of the East
London Ry Co only.

copy
to Mr. Parker
22.8.89
at CHURCH CROSS HOTEL

22 Aug 1889

My dear Sir
I had nothing to do
with the interests of the East London
until the year 1878 - when I found it
open for traffic, and its works completed,
therefore it is not only untrue, but
ridiculous, to say (as you make
Mr. Parker say in your minutes of the
last Committee just to hand,) "that
"when the arrangements for the
"acquisition by the East London Coy
"from the Great Eastern Coy of this
"land at Shoreditch were entered
"upon, Sir Edward Watkin on behalf

of the East London insisted that the
"consideration to be paid the Great
"Eastern should be an easement rent
"of £400. a year"

You had better call Mr.
Parker attention to this error, and
record my note on the next minutes,
reading it of course to the
Joint Committee, - with any corrections
which Mr. Parker may choose to offer.

Yours truly
E. Watkin

J. J. Morrison Esq
Secretary & Manager
East London Ry Co

23/8/89.



23rd Aug/89

Dear Sir

You should have
shown the minutes to me
before printing them - You
have wrongly recorded what
I said - Sir E Watkin
at the meeting referred
to was a G E Director
& attended in their interests
I meant to have called
your attention to it
at once - but I thought
you had left to row.
You had better tell Sir

Watkin that you made
a mistake - I will
put it right at the
next meeting -

Believe me

Yours faithfully
Chas Parker

J. Morgan Esq

*Copy of accounts certified
by Messrs Price Waterhouse & Co.*

THE EAST LONDON RAILWAY JOINT COMMITTEE.

*properly
of
Minutes*

SPECIAL MEETING.

CANNON STREET HOTEL, LONDON, 25th September, 1889.

PRESENT:

BRIGHTON COMPANY	.	.	.	J. PARES BICKERSTETH, Esq. Mr. SABLE.
CHATHAM	„	.	.	Sir SYDNEY H. WATERLOW, Bart.
DISTRICT	„	.	.	Mr. POWELL.
EAST LONDON	„	.	.	Mr. LACEY.
GREAT EASTERN	„	.	.	CHARLES H. PARKES, Esq. Lord CLAUD J. HAMILTON. Mr. MOORE.
METROPOLITAN	„	.	.	HENRY D. POCHIN, Esq. HENRY J. BARRETT, Esq. Mr. BELL.
SOUTH EASTERN	„	.	.	Mr LIGHT (for Sir MYLES FENTON).

IN ATTENDANCE:

Mr. MOYNIHAN, *Secretary and Manager.*

CHARLES H. PARKES, Esq., *in the Chair.*

881. Minutes.

THE Minutes of the Committee's Meeting of the 14th August last having been printed and circulated were declared correct, and were signed as amended by Mr. Parkes by the striking out of the words "on behalf of the East London" from lines 9 and 10 from top of page 5 of the print of those Minutes. Sir Edward Watkin having objected to those words as showing an inaccurate record.

24th Sept.
1889.

882. Managers' Meeting, 23rd inst.
READ Minutes as follows:—

EAST LONDON RAILWAY JOINT COMMITTEE

MANAGERS' MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANFORTH (for Mr. Sarle) for Brighton Company.
Mr. BIRT „ Great Eastern Company.
Mr. BELL „ Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) „ South Eastern Company.
Mr. MOYNIHAN „ Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Recommended:—

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. That the Schedule of Maximum Rates for the Committee's Line to be deposited with the Board of Trade, be as follows:—

GOODS AND MINERALS.

			Per ton, per mile.	} With a minimum charge of 4 miles.
Class A.	...	...	3½d.
„ B.	...	...	4d.
„ C.	...	...	4½d.
„ 1	...	...	5d.
„ 2	...	...	5½d.
„ 3	6d.	} Same "Terminals" as for "Large Tons" (London).
„ 4	...	...	7d.
„ 5	...	...	8d.

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btm., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

CARRIAGES.

29th Sept.,
1888.

Description.	Proposed Maximum Rate per mile.				Proposed Maximum Station Fare at each end.	Proposed Maximum Service Fare at each end.	Minimum Charge.
	Chatham.	District.	Mess. Co.	Bus., G.E. & S.E.	1s.	1s.	10s.
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	2s. 0d.	1s. 0d.	3d.	3d.	If 1 ton or under in weight... If over 1 ton, then at the rate of 1s. per ton, with no less charge than as for a quarter of a ton	If 1 ton or under in weight... If over 1 ton, then at the rate of 1s. per ton, with no less charge than as for a quarter of a ton	10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	4d.	4d.	3d.	3d.	If 1 ton or under in weight... If over 1 ton, then at the rate of 1s. per ton, with no less charge than as for a quarter of a ton	If 1 ton or under in weight... If over 1 ton, then at the rate of 1s. per ton, with no less charge than as for a quarter of a ton	
For the use of a covered carriage truck for the conveyance of any such carriage							

An additional charge of 10s.

3. That whatever changes may be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the Lessee Companies.

Mr. Parkes reported that, as asked at the last Committee Meeting (Minute 888) he had, on the 16th ultimo, called at the offices of the Board of Trade and seen Mr. Courtenay Boyle, who had consented to the time for submitting a revised Classification and Schedule of Rates for East London being extended to 1st October next.

Sir Sydney Waterlow (Chatham Company) and Mr. Powell (District Company), dissenting from the Maximum Rates recommended by the Managers,

Resolved,—

That the foregoing Minutes be approved, and that the Classification and Schedule of Maximum Rates recommended be deposited with the Board of Trade—the Rates for "Live Stock" and "Carriages" being those shown under the heading "Bus., G. E. and S. E." in the tabulated statements contained in the Managers' Minutes now approved.

That the expenses of Messrs. Wilson, Bristows, and Carpmael in making the formal deposit for the East London Company be paid by this Committee.

883. Accounts to 30th June last:

Submitted the following:

EAST LONDON RAILWAY JOINT COMMITTEE.

REVENUE ACCOUNT.—1st January to 30th June, 1889.

EXPENDITURE.		RECEIPTS.	
June half-year, 1888.	Dr.	June half-year, 1888.	Cr.
21,421 3 2	To Maintenance of Way, Works and Stations	218,772 8 10	By Passenger Traffic
811 12 4	" Maintenance and Working of Pumping Engines	231 9 11	" Season Tickets
8,679 8 6	" Running Expenses: Passenger Trains		" Parcels "H. C. & D., and express luggage
3,741 28 7	" Traffic Expenses (Abstract No. 1)	178 2 9	
1,828 12 6	" General Charges (Abstract No. 2)	19,202 1 8	Goods and Minerals
38 6 4	" Legal Charges	1,733 7 6	Live Stock
12 12 0	" Parliamentary	198 19 6	Miscellaneous Receipts—
17 2 6	" Compensation	15 14 2	Cloak-room and Lavatory Tolls
178 17 3	" Rates and Taxes	90 0 2	Advertising and Book-Stall Rents
44 18 3	" Government Duty	92 11 4	Automatic Machine Rents
13,968 8 6		0 10 0	Way-leaves for Telephone Wires
4,365 15 8	" Balance on Working carried down	138 7 0	Sundry Rents
21,224 4 2			
	21,224 4 2	221,224 4 2	221,839 14 10

884. Solicitors' Charges to 30th June last.

Reported that, in pursuance of authority of Minute 866 of 14th ultimo, the bills of Messrs. Wilson, Bristows and Carmichael for £126 10s. 11d., having been examined by Mr. Parkes, had, on his certificate, been paid.

25th Sept.
1889.

885. Traffic Receipts, June and July last.

Submitted the following figures of Committee's earnings rendered by Railway Clearing House:—

	June, 1889.	July, 1889.
Passengers:—Local	£1,481 1 7	£1,560 5 10
Through	1,872 12 3	1,990 18 11
	<u>£3,353 13 10</u>	<u>£3,551 4 9</u>
Parcels, "H. C. and D."	47 5 6	62 0 5
Goods and Live Stock	259 14 6	288 12 6
	<u>£3,660 13 10</u>	<u>£3,901 17 8</u>

The like figures for June and July, 1888, were reported as:—

	June, 1888.	July, 1888.
Passengers:—Local	£1,460 6 3	£1,525 8 9
Through	1,797 5 8	1,896 16 3
	<u>£3,257 11 11</u>	<u>£3,422 5 0</u>
Parcels, "H. C. and D."	31 17 11	35 13 5
Goods and Live Stock	252 3 1	265 9 2
	<u>£3,541 12 11</u>	<u>£3,723 7 7</u>

886. Gas Consumption.

Referring to Minute 874 of last meeting, submitted again the offer of the Gas Economizing and Improved Light Syndicate, and the secretary and manager reported that the favourable results of the use of the apparatus which he mentioned to the Committee on the 14th ultimo still continued to be shown.

Resolved,—

That the apparatus be tried at some one other of the Committee's stations besides Rotherhithe.

887. Claims of Lessee Companies against Committee.

Submitted the following Statement:—

Brighton Company—Running Expenses July, August, &c.	£737 11 10
South Eastern „ —Disbursements to July 27th, &c.	297 8 7
District „ —Running Expenses, August	367 9 9
Metropolitan „ — „ „ August	542 16 10
Great Eastern „ — „ „ August, &c.	213 8 1
	<u>£2,158 15 1</u>

Resolved—

That these claims be paid in full, subject, in the case of the South Eastern Company's claim, to the audit of the Brighton Company.

888. Bankers' Pass Books Submitted, showing credit balances to date:

Deposit Account .	£9,000 0s. 0d.
Current „ .	£4,511 16s. 0d.

889. Cheques Stoxed for £2,646. 11s. 7d., Cheques for £668. 1s. 0d. (Wages, Solicitors' Charges, &c.) reported signed since last meeting.

890. Next Meeting.

Fixed for 13th November, 1889, the Chairman of the day (Mr. Parkes) being hereby empowered to call a meeting in the interim if he consider it necessary.

25th Sept.
1889.

891 Returns of Receipts and Passengers.

SUBMITTED the following Statements:—

COACHING RECEIPTS FOR AUGUST, 1889, IN COMPARISON WITH AUGUST, 1888, AND JUNE AND JULY, 1889.

STATIONS.	BOOKINGS TO							TOTAL RECEIPTS.			
	East London Railway.	Brighton Railway.	South Eastern Railway.	Metropolitan Railway.	City Lines and Extensions.	District Railway.	Great Eastern Railway.	August, 1889.	August, 1888.	July, 1889.	July, 1888.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New Cross, S.E.R.	129 3 8	...	...	550 14 10	104 12 10	18 1 1	...	802 12 5	747 16 4	763 17 3	771 1 6
Do. H.L.	170 13 10	...	...	21 7 8	42 11 3	45 19 2	35 11 1	325 3 0	338 6 1	348 2 10	336 0 8
Old Kent Road	61 16 0	...	...	...	...	...	1 19 1	63 15 1	65 13 4	62 10 8	62 7 3
Deptford Road	372 1 0	153 7 7	46 2 0	246 2 10	158 8 0	72 14 4	39 6 1	1,088 1 10	1,014 1 8	956 5 1	906 4 9
Rotherhithe	174 0 7	39 6 7	4 19 11	77 8 5	95 10 8	29 7 1	13 19 11	434 13 2	398 5 7	396 7 8	381 11 8
Wapping	109 18 11	25 5 6	5 17 0	34 5 5	21 10 1	26 9 7	1 5 8	234 12 2	222 1 5	226 16 5	205 9 2
Shadwell	352 4 6	149 7 0	38 8 11	65 9 5	16 3 11	42 3 10	5 5 0	669 2 7	644 7 4	649 18 4	600 17 2
Whitechapel	123 14 1	174 18 2	1 19 5	0 1 2	...	...	7 11 11	308 4 9	291 5 10	272 16 7	261 18 2
Shoreditch	86 18 10	48 11 5	1 2 8	0 11 9	0 2 7	0 4 3	1 7 11	138 19 5	121 5 6	120 17 9	103 9 10
Totals. Aug. 1889	1,589 11 5	590 16 3	98 9 11	996 1 6	438 19 4	224 19 4	106 6 8	4,055 4 5	...	...	...
Do. Aug. 1888	1,586 19 1	443 9 11	98 15 5	922 12 5	377 15 6	140 17 4	72 12 5	...	3,843 3 1	...	...
Do. July 1889	1,641 1 10	398 1 7	101 12 2	914 13 5	449 10 6	227 18 9	64 14 4	...	...	3,797 12 7	...
Do. June 1889	1,572 7 5	382 0 8	68 5 0	917 13 0	108 15 2	225 11 10	54 7 1	...	...	...	3,629 0 2

NUMBER of Passengers booked to, from, and over the East London Line, for the months of February, March, April, May, June, and July, 1889.

From	To and over	Feb.	Mar.	April.	May.	June.	July.	Six Months' Totals.
East London Line	Brighton Line	11,330	14,065	16,733	14,840	18,316	17,636	92,920
"	South Eastern Line	1,858	2,159	2,865	2,395	3,229	3,919	16,425
"	Metropolitan	50,002	51,564	53,130	50,578	55,201	55,286	315,761
"	City Lines and Extensions	41,749	48,683	47,937	47,353	45,871	50,580	282,173
"	District Line	11,857	13,050	11,527	11,335	11,319	12,036	71,124
"	Great Eastern Line	4,129	4,545	4,973	5,029	5,655	6,986	31,327
Brighton	East London	14,063	18,063	17,802	18,231	18,871	20,676	107,706
South Eastern	"	2,879	3,154	3,474	3,882	3,981	3,975	21,345
Metropolitan	"	35,868	39,832	41,895	39,185	42,153	42,474	241,407
City Lines and Extensions	"	32,368	34,873	34,866	35,412	35,207	38,026	210,752
District Line	"	8,004	8,297	8,109	7,995	8,078	8,144	48,627
Great Eastern Line	"	4,761	5,000	6,338	6,215	6,734	11,247	40,295
East London Local.	"	227,647	256,457	253,238	255,981	259,605	272,566	1,525,494
Total		446,515	499,742	502,887	498,431	514,230	543,551	3,003,556

EAST LONDON RAILWAY JOINT COMMITTEE.

MANAGERS MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANFORTH (for Mr. Sarle) for Brighton Company.
 Mr. BIRT " Great Eastern Company.
 Mr. BELL " Metropolitan Company.
 Mr. LIGHT (for Sir M. Fenton) " South Eastern Company.
 Mr. MOYNIHAN " Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. Recommended:— *Maximum Rates.*

That the Schedule of ~~the~~ for the Committee's Line to be deposited with the Board of Trade, be as follows:—

GOODS AND MINERALS.

Per ton, per mile.

Class A.	3½d.	} With a minimum charge of 4 miles.
" B.	4d.	
" C.	4½d.	
" 1	5d.	
" 2	5½d.	
" 3	6d.	} Same "Terminals" as for "Large Tons" (London).
" 4	7d.	
" 5	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Mets. Co.	Bta., G.E., & L.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	5s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

CARRIAGES.

Description.	Proposed Maximum Rate per mile.				Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
	Chatham.	District.	Metn. Co.	Blin., G.E., S.E.	1s. If 1 ton or under in weight... If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	1s. If 1 ton or under in weight... If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	2s. 0d.	1s. 0d.	9d.	6d.			10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	4d.	4d.	3d.	2d.			
For the use of a covered carriage truck for the conveyance of any such carriage ...	An additional charge of 10s.						

That whatever changes might be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the Lessee Companies.

Ch: Parker
W. H. C. L.

x
aths'
tals.

2,920
16,425
15,761
82,173
71,124
31,327
07,706
21,345
41,407
110,752
48,627
40,295
525,494

005,356

TELEPHONE NO 416.

1. Copthall Buildings E.C.

London 17th Sept. 1889

Dear Sir,

We beg to acknowledge with thanks the receipt of your favour of this date enclosing a Cheque in payment of our accounts against the East London Railway Joint Committee for the six months ending 30th June 1889. -

As requested we have signed the form of receipt forwarded by you and herewith have

the pleasure to return the same.

I remain

Yours truly

Wilson Preston

J. Carpenter
1889



J. J. Moynihan Esq
Secretary & Manager
East London Railway
Joint Committee

9/19/89.
 Any further communication should be
 addressed to—
 THE ASSISTANT SECRETARY,
 (RAILWAY DEPARTMENT),
 BOARD OF TRADE,
 LONDON, S.W.
 And the following letter and number should
 be quoted:—
 R 10902
 Telegraphic Address.
 BOARD TRADE, RAILWAY.
 LONDON.



BOARD OF TRADE,
 (RAILWAY DEPARTMENT),
 LONDON, S.W.

23rd September, 1889.

Railway and Canal
 Traffic Act, 1888.

Sir,

I am directed by the Board of Trade to
 call your attention to the letter from this
 Department of the 22nd ultimo, respecting the
 provisions of Section 24 of the above named
 Act, and to request that these provisions may be
 at once complied with.

I am,
 Sir,
 Your obedient Servant,
 J. P. Swanston

The Secretary of the
 East London
 Railway Company

113
 114
 115
 116
 117
 118
 119
 120
 121
 122
 123
 124
 125
 126
 127
 128
 129
 130
 131
 132
 133
 134
 135
 136
 137
 138
 139
 140
 141
 142
 143
 144
 145
 146
 147
 148
 149
 150
 151
 152
 153
 154
 155
 156
 157
 158
 159
 160
 161
 162
 163
 164
 165
 166
 167
 168
 169
 170
 171
 172
 173
 174
 175
 176
 177
 178
 179
 180
 181
 182
 183
 184
 185
 186
 187
 188
 189
 190
 191
 192
 193
 194
 195
 196
 197
 198
 199
 200
 201
 202
 203
 204
 205
 206
 207
 208
 209
 210
 211
 212
 213
 214
 215
 216
 217
 218
 219
 220
 221
 222
 223
 224
 225
 226
 227
 228
 229
 230
 231
 232
 233
 234
 235
 236
 237
 238
 239
 240
 241
 242
 243
 244
 245
 246
 247
 248
 249
 250
 251
 252
 253
 254
 255
 256
 257
 258
 259
 260
 261
 262
 263
 264
 265
 266
 267
 268
 269
 270
 271
 272
 273
 274
 275
 276
 277
 278
 279
 280
 281
 282
 283
 284
 285
 286
 287
 288
 289
 290
 291
 292
 293
 294
 295
 296
 297
 298
 299
 300
 301
 302
 303
 304
 305
 306
 307
 308
 309
 310
 311
 312
 313
 314
 315
 316
 317
 318
 319
 320
 321
 322
 323
 324
 325
 326
 327
 328
 329
 330
 331
 332
 333
 334
 335
 336
 337
 338
 339
 340
 341
 342
 343
 344
 345
 346
 347
 348
 349
 350
 351
 352
 353
 354
 355
 356
 357
 358
 359
 360
 361
 362
 363
 364
 365
 366
 367
 368
 369
 370
 371
 372
 373
 374
 375
 376
 377
 378
 379
 380
 381
 382
 383
 384
 385
 386
 387
 388
 389
 390
 391
 392
 393
 394
 395
 396
 397
 398
 399
 400
 401
 402
 403
 404
 405
 406
 407
 408
 409
 410
 411
 412
 413
 414
 415
 416
 417
 418
 419
 420
 421
 422
 423
 424
 425
 426
 427
 428
 429
 430
 431
 432
 433
 434
 435
 436
 437
 438
 439
 440
 441
 442
 443
 444
 445
 446
 447
 448
 449
 450
 451
 452
 453
 454
 455
 456
 457
 458
 459
 460
 461
 462
 463
 464
 465
 466
 467
 468
 469
 470
 471
 472
 473
 474
 475
 476
 477
 478
 479
 480
 481
 482
 483
 484
 485
 486
 487
 488
 489
 490
 491
 492
 493
 494
 495
 496
 497
 498
 499
 500
 501
 502
 503
 504
 505
 506
 507
 508
 509
 510
 511
 512
 513
 514
 515
 516
 517
 518
 519
 520
 521
 522
 523
 524
 525
 526
 527
 528
 529
 530
 531
 532
 533
 534
 535
 536
 537
 538
 539
 540
 541
 542
 543
 544
 545
 546
 547
 548
 549
 550
 551
 552
 553
 554
 555
 556
 557
 558
 559
 560
 561
 562
 563
 564
 565
 566
 567
 568
 569
 570
 571
 572
 573
 574
 575
 576
 577
 578
 579
 580
 581
 582
 583
 584
 585
 586
 587
 588
 589
 590
 591
 592
 593
 594
 595
 596
 597
 598
 599
 600
 601
 602
 603
 604
 605
 606
 607
 608
 609
 610
 611
 612
 613
 614
 615
 616
 617
 618
 619
 620
 621
 622
 623
 624
 625
 626
 627
 628
 629
 630
 631
 632
 633
 634
 635
 636
 637
 638
 639
 640
 641
 642
 643
 644
 645
 646
 647
 648
 649
 650
 651
 652
 653
 654
 655
 656
 657
 658
 659
 660
 661
 662
 663
 664
 665
 666
 667
 668
 669
 670
 671
 672
 673
 674
 675
 676
 677
 678
 679
 680
 681
 682
 683
 684
 685
 686
 687
 688
 689
 690
 691
 692
 693
 694
 695
 696
 697
 698
 699
 700
 701
 702
 703
 704
 705
 706
 707
 708
 709
 710
 711
 712
 713
 714
 715
 716
 717
 718
 719
 720
 721
 722
 723
 724
 725
 726
 727
 728
 729
 730
 731
 732
 733
 734
 735
 736
 737
 738
 739
 740
 741
 742
 743
 744
 745
 746
 747
 748
 749
 750
 751
 752
 753
 754
 755
 756
 757
 758
 759
 760
 761
 762
 763
 764
 765
 766
 767
 768
 769
 770
 771
 772
 773
 774
 775
 776
 777
 778
 779
 780
 781
 782
 783
 784
 785
 786
 787
 788
 789
 790
 791
 792
 793
 794
 795
 796
 797
 798
 799
 800
 801
 802
 803
 804
 805
 806
 807
 808
 809
 810
 811
 812
 813
 814
 815
 816
 817
 818
 819
 820
 821
 822
 823
 824
 825
 826
 827
 828
 829
 830
 831
 832
 833
 834
 835
 836
 837
 838
 839
 840
 841
 842
 843
 844
 845
 846
 847
 848
 849
 850
 851
 852
 853
 854
 855
 856
 857
 858
 859
 860
 861
 862
 863
 864
 865
 866
 867
 868
 869
 870
 871
 872
 873
 874
 875
 876
 877
 878
 879
 880
 881
 882
 883
 884
 885
 886
 887
 888
 889
 890
 891
 892
 893
 894
 895
 896
 897
 898
 899
 900
 901
 902
 903
 904
 905
 906
 907
 908
 909
 910
 911
 912
 913
 914
 915
 916
 917
 918
 919
 920
 921
 922
 923
 924
 925
 926
 927
 928
 929
 930
 931
 932
 933
 934
 935
 936
 937
 938
 939
 940
 941
 942
 943
 944
 945
 946
 947
 948
 949
 950
 951
 952
 953
 954
 955
 956
 957
 958
 959
 960
 961
 962
 963
 964
 965
 966
 967
 968
 969
 970
 971
 972
 973
 974
 975
 976
 977
 978
 979
 980
 981
 982
 983
 984
 985
 986
 987
 988
 989
 990
 991
 992
 993
 994
 995
 996
 997
 998
 999
 1000

East London Railway Joint Committee.

AGENDA.

WEDNESDAY, 25th SEPTEMBER, 1889.

- To approve Minutes ^{of last meeting} subject to certain alterations*
1. RAILWAY AND CANAL TRAFFIC ACT, 1888.—CLASSIFICATION AND SCHEDULE OF TOLLS FOR EAST LONDON RAILWAY.

(i.) Mr. Parkes to report interview with the officials of the Board of Trade.

Minutes (ii.) ~~Goods~~ Managers' Meetings, 30th August and 10th September, 1889. *Be submitted*

Minutes—

Recommendation of Classification—

Propositions for Tolls by the several Lessee Companies—

2. SOLICITORS' CHARGES, HALF-YEAR ENDING JUNE LAST.
Report payment.

3. TRAFFIC RECEIPTS—JUNE AND JULY LAST.
Submit Clearing House figures.

4. GAS CONSUMPTION.
Submit offer from Gas Economizing, &c., Syndicate.

5. ADJOURNMENT.
To fix.

With reference to Minute 879 of
Committee Meeting of 14th August, on account
of the urgency for the Committee's decision
with respect to the subject-matter of Minute
868 (~~Railway & Canal Traffic Act, 1888~~), Mr.
Parkes has instructed me to call a Meeting
of the ^{Joint} Committee for Wednesday next, 25th
Inst., which I beg to do, hereby, for 2.30 p.m.
on that day, at Cannon St. Hotel, and I
have the pleasure to enclose copy of Agenda.

The meeting is specially convened
for the consideration of the course to be
adopted in respect of the deposit of the
Consignation to with the Board of Trade
under the provisions of the Railway & Canal
Traffic Act 1888 - the time for such deposit
having been extended to the 1st Oct prox.

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS

At 110, Cannon Street, London, on 30th August and 16th September, 1889.

Present:—

Mr. STANFORTH (on 16th Sept.)	for Brighton Company.
Mr. CHAPMAN	„ Chatham Company.
Mr. SOAR (for Mr. Powell)	„ District Company.
Mr. GARDNER	„ Great Eastern Company.
Mr. AULT (for Mr. Bell)	„ Metropolitan Company.
Mr. LIGHT	„ South Eastern Company.
Mr. HODGES (for Messrs. Bristows)	„ East London Company.
Mr. PARSONS (for Mr. Moynihan)	„ Joint Committee.

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say—

	Btm. Co.	Chatham Co.	District Co.	G.E.	Metn. Co.	S.E.	
Class A. ...	3½d.	8d.	8d.	3d.	4½d.	4d.	} With a minimum charge of 4 miles.
„ B. ...	4d.	8d.	8d.	3½d.	5d.	4d.	
„ C. ...	4½d.	1s. 0d.	1s. 0d.	4d.	6d.	4½d.	
„ 1 ...	5d.	1s. 0d.	1s. 0d.	4½d.	7d.	5d.	
„ 2 ...	5d.	1s. 0d.	1s. 0d.	5d.	7d.	5½d.	
„ 3 ...	6d.	1s. 0d.	1s. 0d.	5½d.	7d.	6d.	} Same "Terminals" as for "Large Trucks" (London).
„ 4 ...	7d.	1s. 0d.	1s. 0d.	6d.	8d.	7d.	
„ 5 ...	8d.	1s. 0d.	1s. 0d.	6d.	8d.	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btm., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burthen.	1s. 6d.	3d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

CARRIAGES.

Description.	Proposed Maximum Rate per mile.				Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
	Chatham.	District.	Metn. Co.	Btn., G.E., S.E.			
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	2s. 0d.	1s. 0d.	9d.	6d.	1s. If 1 ton or under in weight.. 1s. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	1s. If 1 ton or under in weight.. 1s. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	4d.	4d.	3d.	2d.			
For the use of a covered carriage truck for the conveyance of any such carriage ...	An additional charge of 10s.						

Resolved, on the proposal
That a copy of the proposal
to each of the Lessee M
be prepared for the
officials of the r
delivering

Resolved, on the proposal of Sir S. H. Waterlow,—

That a copy of the schedule of tolls of the East London Railway, as shown in the Act of 1865, be sent to each of the Lessee Managers in order that they may advise the Joint Committee as to the new schedule to be prepared for the Board of Trade; and that the Chairman of the day (Mr. Parkes) be asked to see the officials of the Board of Trade, with a view to obtaining extension until the 1st November next of the time for delivering the schedule of the East London Railway.

869. Traffic Facilities provided for by Clause 54 of Leasing Act.

Mr. PARSONS (for Lord Alfred S. Churchill) called attention to the unfulfilled provisions of this clause, particularly with reference to the non-resumption by the Brighton Company of the Through Bookings between its system South of Croydon and the Committee's Railway, which were discontinued at the end of 1885.

870. Automatic Weighing Machine Company.

SUBMITTED application from this Company on the ground of the smallness of the receipts from Machines at the Committee's Stations, that the rent be reduced from £60 to £40 per annum.

Declined.

871. Prosecution—J. T. Moss travelling class superior to ticket.

REPORTED that for journeying from Monument to New Cross in a second-class carriage with a third class ticket, on 8th May last, this offender was fined 40s.

872. Accidents to Boys Treacher and Ball (Trespassers), 26th ult.

REPORTED that these two boys were run over and killed by the District Company's 3.8 p.m. train at New Cross, and that at the inquest on their bodies the verdict was—

"That those lads accidentally came to their death on the East London Railway between New Cross and Popford Road from injuries sustained from a passing train whilst trespassing on the line."

873. Rent of Line to 30th Proximo.

RESOLVED—

That £15,000, the half-year's rent, be paid to the East London Company on the due date, each of the Lessee Companies being hereby requested to contribute £1,000 towards such payment, as on account of, but without prejudice to its share of responsibility under the Lease.

874. Gas Consumption.

SUBMITTED and reported on offer from the Gas Economizing and Improved Light Syndicate of Rochester Buildings, Leadonhall Street, to put up its apparatus at the Committee's six stations for 12 months—the sole expense to the Committee being the payment to the Syndicate of one-half the ascertained saving in the Gas consumption, or (what is practically an equivalent payment), 1s 3d. for each thousand feet of gas subjected to the Syndicate's process. The process has been on trial at the Rotherhithe Station for 10 weeks past and the results so far are that the gas used is 50 per cent. less, and the light given considerably better than before the process was tried.

To stand over.

875. Traffic Receipts, April and May, last.

SUBMITTED the following figures of Committee's earnings rendered by Railway Clearing House—

	April, 1888.	May, 1888.
Passengers:—Local	£1,450 16 4	£1,431 16 2
Through	1,761 18 10	1,800 1 3
	£3,212 13 2	£3,231 17 5
Parcels, "H. C. and L."	40 7 6	36 19 3
Goods and Live Stock	801 14 1	311 18 3
	£3,334 16 9	£3,600 13 1

14th August,
1889.

Resolved, on the proposal of Sir S. H. Waterlow.—

That a copy of the schedule of tolls of the East London Railway, as shown in the Act of 1865, be sent to each of the Lessee Managers in order that they may advise the Joint Committee as to the new schedule to be prepared for the Board of Trade; and that the Chairman of the day (Mr. Parkes) be asked to see the officials of the Board of Trade, with a view to obtaining extension until the 1st November next of the time for delivering the schedule of the East London Railway.

869. Traffic Facilities provided for by Clause 54 of Leasing Act.

Mr. FARQUHAR (for Lord Alfred S. Churchill) called attention to the unfulfilled provisions of this clause, particularly with reference to the non-resumption by the Brighton Company of the Through Bookings between its system South of Croydon and the Committee's Railway, which were discontinued at the end of 1885.

870. Automatic Weighing Machine Company.

SUBMITTED application from this Company on the ground of the smallness of the receipts from Machines at the Committee's Stations, that the rent be reduced from £60 to £40 per annum.

Declined.

871. Prosecution—J. T. Moss travelling class superior to ticket.

REPORTED that for journeying from Monument to New Cross in a second-class carriage with a third class ticket, on 8th May last, this offender was fined 40s.

872. Accidents to Boys Treacher and Ball (Trespassers), 26th ult.

REPORTED that these two boys were run over and killed by the District Company's 3.8 p.m. train ex New Cross, and that at the inquest on their bodies the verdict was—

"That these lads accidentally came to their death on the East London Railway between New Cross and Deptford Road from injuries sustained from a passing train whilst trespassing on the line."

873. Rent of Line to 30th Proximo.

RESOLVED—

That £15,000, the half-year's rent, be paid to the East London Company on the due date, each of the Lessee Companies being hereby requested to contribute £1,000 towards such payment, as on account of, but without prejudice to its share of responsibility under the Lease.

874. Gas Consumption.

SUBMITTED and reported on offer from the Gas Economizing and Improved Light Syndicate of Rochester Buildings, Leadenhall Street, to put up its apparatus at the Committee's six stations for 12 months—the sole expense to the Committee being the payment to the Syndicate of one-half the ascertained saving in the Gas consumption, or (what is practically an equivalent payment), 1s. 3d. for each thousand feet of gas subjected to the Syndicate's process. The process has been on trial at the Rotherhithe Station for 10 weeks past and the results so far are that the gas used is 50 per cent. less, and the light given considerably better than before the process was tried.

To stand over.

875. Traffic Receipts, April and May last.

SUBMITTED the following figures of Committee's earnings rendered by Railway Clearing House:—

	April, 1889.		May, 1889.	
Passengers:—Local	£1,450	16 4	£1,451	16 2
Through	1,761	18 10	1,800	1 3
	£3,212	15 2	£3,251	17 5
Parcels, "H. C. and D."	.	40 7 6	.	36 19 5
Goods and Live Stock	.	301 14 1	.	311 16 3
	£3,554	16 9	£3,600	13 1

" SOUTH EASTERN RAILWAY,

" SECRETARY'S OFFICE, LONDON BRIDGE STATION, S.E.,

" 25th July, 1889.

14th August,
1889.

" DEAR SIR,

" GREAT EASTERN RAILWAY AND EAST LONDON EASEMENT RENT.

" I am instructed to send you copy of a resolution passed by the South Eastern Board
" this day.

" Yours faithfully,

" W. R. STEVENS,

" Secretary.

" J. J. MOYNIHAN, Esq."

" EAST LONDON WAY LEASE.

" It was resolved—

" That the attention of the Board having being called to a pending action in which this
" Company has been made party on a question of a claim for a rent-charge of £400 a year on a
" portion of the East London Railway by the Great Eastern Company, they decline to be a party to
" the proceedings, considering that the claim is affected by the Great Eastern having rendered the
" piece of line and station all but valueless, by closing their station to the trains and traffic of the
" Lessees, and that it would be unjust to the Owners of the East London Railway to repudiate a
" liability which should devolve upon the Lessees according to the fair meaning and intention of the
" Lease and of the Act confirming it.

" WILLIAM R. STEVENS,

" Secretary."

" SOLICITORS' OFFICE,

" LONDON BRIGHTON & SOUTH COAST RAILWAY,

" LONDON BRIDGE STATION,

" LONDON, S.E., 27th July, 1889.

" GREAT EASTERN RAILWAY COMPANY SHOREDITCH EASEMENT RENT.

" DEAR SIR,

" I have duly received the copy of Mr. Whissell's letter to you of the 20th inst., informing you
" of the Metropolitan Co.'s desire to be no longer parties to the suit for determining the question
" of liability for the Shoreditch Easement Rent, and also a copy of the South Eastern Company's
" Minute of the 25th inst. expressing the refusal of the Company to be a party to the same pro-
" ceedings.

" I think that both the South Eastern and Metropolitan Companies must have misapprehended
" the position of affairs when they arrived at this determination. The six Lessee Companies are
" parties to the action brought by the Great Eastern Company against the East London Company,
" involuntarily having been brought into it by third party notices served by Messrs. Wilson,
" Bristows & Co., on behalf of the East London Company. They are therefore defendants in the
" suit, and cannot prevent their names appearing.

" You will remember that I was instructed in this matter by Minute No. 781 of the Joint Com-
" mittee held on the 12th December last, at which all the Companies interested, except the South
" Eastern, were represented. That Minute requested me to represent the Lessee Companies in the
" business of this special case, but as the South Eastern Company had not been present, I thought
" it right to inform Mr. Stevens that I had been asked to act, and understood from him, that he was
" agreeable. I accordingly took the business in hand, and have agreed the Special Case with the
" solicitors of the Great Eastern and East London Companies; the Court in Chambers has directed
" the mode of trial, and the case has, I understand, been set down by the Great Eastern Company.

" SOUTH EASTERN RAILWAY,

" SECRETARY'S OFFICE, LONDON BRIDGE STATION, S.E.,

" 25th July, 1889.

16th August,
1889.

" DEAR SIR,

" GREAT EASTERN RAILWAY AND EAST LONDON EASEMENT RENT.

" I am instructed to send you copy of a resolution passed by the South Eastern Board
" this day.

" Yours faithfully,

" W. R. STEVENS,

" Secretary.

" J. J. MOYNIHAN, Esq."

" EAST LONDON WAY LEASE.

" It was resolved—

" That the attention of the Board having being called to a pending action in which this
" Company has been made party on a question of a claim for a rent-charge of £400 a year on a
" portion of the East London Railway by the Great Eastern Company, they decline to be a party to
" the proceedings, considering that the claim is affected by the Great Eastern having rendered the
" piece of line and station all but valueless, by closing their station to the trains and traffic of the
" Lessees, and that it would be unjust to the Owners of the East London Railway to repudiate a
" liability which should devolve upon the Lessees according to the fair meaning and intention of the
" Lease and of the Act confirming it.

" WILLIAM R. STEVENS,

" Secretary."

" SOLICITORS' OFFICE,

" LONDON BRIGHTON & SOUTH COAST RAILWAY,

" LONDON BRIDGE STATION,

" LONDON, S.E., 27th July, 1889.

" GREAT EASTERN RAILWAY COMPANY SHOREDITCH EASEMENT RENT.

" DEAR SIR,

" I have duly received the copy of Mr. Whissell's letter to you of the 20th inst., informing you
" of the Metropolitan Co.'s desire to be no longer parties to the suit for determining the question
" of liability for the Shoreditch Easement Rent, and also a copy of the South Eastern Company's
" Minute of the 25th inst. expressing the refusal of the Company to be a party to the same pro-
" ceedings.

" I think that both the South Eastern and Metropolitan Companies must have misapprehended
" the position of affairs when they arrived at this determination. The six Lessee Companies are
" parties to the action brought by the Great Eastern Company against the East London Company,
" involuntarily having been brought into it by third party notices served by Messrs. Wilson,
" Bristows & Co., on behalf of the East London Company. They are therefore defendants in the
" suit, and cannot prevent their names appearing.

" You will remember that I was instructed in this matter by Minute No. 781 of the Joint Com-
" mittee held on the 12th December last, at which all the Companies interested, except the South
" Eastern, were represented. That Minute requested me to represent the Lessee Companies in the
" business of this special case, but as the South Eastern Company had not been present, I thought
" it right to inform Mr. Stevens that I had been asked to act, and understood from him, that he was
" agreeable. I accordingly took the business in hand, and have agreed the Special Case with the
" solicitors of the Great Eastern and East London Companies; the Court in Chambers has directed
" the mode of trial, and the case has, I understand, been set down by the Great Eastern Company.

14th August,
1889.

" Up to the present time I, of course, assumed that I was acting under the instructions of the Joint Committee, and that all parties were agreed in testing by a legal decision the question whether the East London Company or the six Lessee Companies were responsible for the payment of this easement rent to the Great Eastern Company.

" I am now informed, however, that the Metropolitan and South Eastern Companies protest against being any longer parties to the suit. As I pointed out to you when I saw you yesterday, neither of these Companies can help remaining in the suit. They were brought in, together with the other four companies, by the action of the East London Company under the machinery known as a third party notice provided for the purpose, and they are therefore before the court, and must remain there unless the other four Companies agree with them in abandoning their contention that this easement rent is not payable by the Lessee Companies, in which case, of course, the action would come to an end.

" As matters now stand, I shall be glad to receive instructions from the Joint Committee at their next meeting.

" I assume that it would be open to the South Eastern and Metropolitan Companies, even at this eleventh hour, to change front and to argue in favour of the contention of the East London Company, in which case it would only be necessary for those two Companies to change solicitors and to brief counsel on their own account. In that case I shall be glad to know whether the directors of the other four Companies desire that I should continue to represent them in the submission to the court of their contention that the easement rent is payable by the East London Company.

" I may add, if I have not already told you, that I have retained Sir Henry James to argue the case on behalf of the Lessee Companies, and I presume that if the Metropolitan and South Eastern Companies retire and elect to be separately represented, that they will surrender any rights in this retainer to the other four Companies.

" The case is not likely to be reached until late in the autumn.

" Yours truly,

" PHILIP F. ROSE.

" J. J. MOYNHAN, Esq."

" SOLICITORS' OFFICE,

" LONDON BRIGHTON & SOUTH COAST RAILWAY,

" LONDON BRIDGE STATION, S.E.,

" 1st August, 1889.

" GREAT EASTERN RAILWAY COMPANY v. EAST LONDON RAILWAY COMPANY.

" DEAR SIR,

" Since writing to you on the 27th ult., I find that I was mistaken in supposing that the case had actually been set down. Mr. Moore told me that he was about to set it down, and I was under the impression that it had been signed, but it seems from enquiries made that Mr. Moore has not yet set it down, and that it will require the signature of my firm before this can be done.

" Under these circumstances, having regard to the letters which you have sent me from the Metropolitan and South Eastern Companies, I can only consider my instructions from those Companies withdrawn, and I have told Mr. Moore that I shall refuse to sign the case. This will leave the matter quite open, so that the Joint Committee on Wednesday week can re-consider the whole situation.

" Mr. Moore has intimated that probably, having regard to what has taken place, he will decline to go on with the Special Case, and will carry on his action in the ordinary way by

"pleadings, leaving the East London Company and the various Lessee Companies to take such steps as they may think fit. Such an arrangement will, however, be more costly than obtaining a decision by means of an agreed case."

14th August,
1888.

"Yours truly,

"PHILIP F. ROSE

"J. J. MOTTSHAM, Esq."

Mr. PARKES shortly stated the position of this matter (vide Minutes 322, 341, 386, 477, 492, 503, 781 and 792), and explained that when arrangements for the acquisition by the East London Company from the Great Eastern Company of this land at Shoreditch were entered upon, Sir Edward Watkin, on behalf of the East London, insisted that the consideration to be paid the Great Eastern should be an easement rent of £400 a year. Mr. Parkes further stated that the Great Eastern have claimed this £400 a year from the East London Company because they recognize only the East London Company in the transaction, and they have commenced an action against that Company for the amount, and that the East London Company now claim the £400 a year from the Committee. The Committee upon this had agreed that a stated case should be submitted for the decision of the High Court. The case was settled, and then, when it was ripe for hearing, the South Eastern Company and the Metropolitan Company give notice that they do not consider they should be parties as defendants in the case.

Sir EDWARD WATKIN, not admitting Mr. Parkes's recollection of the early negotiations between the Great Eastern and East London Companies, asserted that the Great Eastern Company by excluding the East London trains from Liverpool Street Station had rendered practically useless the piece of line on the land in respect of which the £400 a year is claimed, and contended that if it be a liability to the Great Eastern Company, it is liability of the Joint Committee and not of the East London Company. He moreover stated that the Metropolitan and South Eastern Companies absolutely decline to be a party to any transaction repudiating the liability of the Committee.

Mr. PARKES said that, as representing the Great Eastern Company, he felt bound to insist upon full payment from the East London Company, and, as a member of the Committee, to equally insist that the Committee shall not make the payment.

Sir PHILIP ROSE said: I have come to an absolute dead-lock in this matter. On the receipt of the objections of the South Eastern and Metropolitan Companies, I refused to sign the case which has been prepared, and I have stopped my hand altogether.

Mr. BICKERSTETH said he would have preferred a friendly case instead of hostile proceedings against the East London Company.

Sir SYDNEY WATERLOW: Cannot the case go forward on a resolution of the majority of this Committee; cannot Sir Philip Rose state it on behalf of the four Companies?

Sir EDWARD WATKIN: No. I object to Sir Philip Rose taking any instruction from a mere majority of the Committee.

Mr. FARQUHAR thought it a great pity there should be fighting if it could be helped, and advised that the four Companies should go on with the case and leave it to the two objecting Companies to do as they please.

Resolved,—

That each Company be left to take its own course in the matter.

268. Railway and Canal Traffic Act, 1888.

Mr. PARKES having drawn attention to the necessity for the Committee or the East London Company taking some step towards compliance with this Act in submitting to the Board of Trade a revised schedule and classification of Goods Rates.

14th August, 1889. 865. Lease.

(i) Mr. PARKES stated that under authority given by Minute 854, 12th June last, he had settled for £315, Messrs. Bristows' bill for professional services.

(ii) Pursuant to notice given at Meeting of 12th June last (Minute 854), Mr. Parkes moved, and Sir Edward Watkin seconded, and it was unanimously

Resolved—

That the interest on the Stamp Duty, £274 18s. 8d., and Messrs. Bristows' bill for professional services and costs out-of-pocket, amounting together to £400 4s.—in all £675 2s. 8d., be paid in like proportions by the Lessee Companies, as was the item of £3,000 for the Stamp Duty, in accordance with Minute 657 of 11th January, 1888.

866. Solicitors' Charges—Half-year ending June last.

SUBMITTED bills of charges from Messrs. Wilson, Bristows and Carpmael under the following heads:—

Rating Appeal	£69	7	10
Projected Works near Thames Tunnel	14	3	9
Prosecutions	35	0	2
Sundries	7	19	2
	£126	10	11

The Chairman of the day (Mr. Parkes) having kindly undertaken to examine these bills, he was authorized to have them paid if he see fit.

867. Easement Rent, Shoreditch.

SUBMITTED the following correspondence:—

"METROPOLITAN RAILWAY COMPANY,
"SECRETARY'S OFFICE,
"32, WESTBOURNE TERRACE, LONDON, W.,
"July 20th, 1889.

"DEAR SIR,

"My Directors have had under their consideration the action now proceeding at the instance of the Great Eastern Company against the East London Railway Company and the Lessee Companies, in respect to the claim of the Great Eastern Company for the rent-charge of £400 per annum, the easement rent for the junction line at or near Brick Lane—and I am instructed to intimate to you the opinion of my Directors that the payment in question (if legally enforceable as from the date the Great Eastern Company terminated the occupancy of their Station at Liverpool Street, which my Directors very much doubt) is clearly a payment coming within the scope of Clause 40 of the Leasing Act of 1882, and is therefore a liability of the leasing Companies, and my Directors dissent from this Company being any longer parties to the suit in question.

"I shall be glad if you will be good enough to convey this intimation to whoever is directing the defence of the action, and give me an assurance that the name of this Company has been struck out of the suit, failing which, it will be necessary for my Directors to instruct counsel to appear and protest against this Company being continued parties to the Action, the costs of which they decline to bear any part of.

"Yours faithfully,

"G. H. WHISELL,
"Secretary.

"J. J. MOYNHAN, Esq."

14th August
1889.

The like figures for April and May, 1888, were reported as:—

	April, 1888.	May, 1888.
Passengers:—Local	£1,451 11 9	£1,492 10 7
Through	1,731 9 8	1,794 12 8
	£3,183 1 5	£3,287 3 3
Parcels, "H. C. and D."	31 16 5	35 2 11
Goods and Live Stock	344 13 0	322 10 2
	£3,559 10 10	£3,644 16 4

14th August,
1889.

876. Claims of Lessee Companies against Committee.

Submitted the following Statement:—

Brighton Company—Running Expenses to June 30th, &c.	£903 11 3
South Eastern "—Disbursements to June 30th, &c.	1,023 11 11
District "—Running Expenses, June and July	720 2 9
Metropolitan "— " " June and July	1,059 13 10
Great Eastern "— " " June and July, &c.	529 13 3
	£4,236 13 0

Resolved—

That these claims be paid in full, subject, in the case of the South Eastern Company's claim, to the audit of the Brighton Company.

877. Bankers' Pass Books Submitted, showing credit balances to date:

Deposit Account	£6,000 0s. 0d.
Current " "	£3,026 2s. 3d.

878. Cheques Signed for £4,530. 17s. 10d., Cheques for £1,752. 2s. 2d. (Wages, &c.) reported signed since last meeting.

879. Next Meeting.

Fixed for 9th October, 1889, the Chairman of the day (Mr. Parkes) being hereby empowered to call a meeting in the interim if he consider it necessary.

880. Returns of Receipts and Passengers.

Submitted the following Statements:—

COACHING RECEIPTS FOR JUNE, 1889, IN COMPARISON WITH JUNE, 1888, AND APRIL AND MAY, 1889.

STATIONS.	BOOKINGS TO							TOTAL RECEIPTS.			
	East London Railway.	Brighton Railway.	South Eastern Railway.	Metropolitan Railway.	City Lines and Extensions.	District Railway.	Great Eastern Railway.	June, 1889.	June, 1888.	May, 1889.	April, 1889.
New Cross, S.E.R.	£ s. d. 130 14 4	£ s. d. ...	£ s. d. ...	£ s. d. 517 14 11	£ s. d. 196 3 6	£ s. d. 16 8 9	£ s. d. ...	£ s. d. 771 1 6	£ s. d. 731 9 6	£ s. d. 698 17 5	£ s. d. 737 18 7
Do. H.L.	188 2 10	...	...	19 10 11	47 5 6	51 19 10	29 1 7	336 0 8	314 13 8	311 16 6	309 10 11
Old Kent Road	61 4 7	...	...	...	...	...	1 2 8	62 7 3	68 6 4	66 7 6	61 17 2
Deptford Road	559 18 9	83 14 6	32 13 6	211 6 4	138 16 10	70 19 1	8 15 9	906 4 9	922 3 1	811 7 5	868 6 3
Rotherhithe	172 14 11	20 6 10	2 16 0	74 12 4	82 6 2	24 19 4	3 16 1	381 11 8	376 16 2	369 11 5	392 14 8
Wapping	104 10 11	21 11 6	4 8 11	32 2 11	19 18 1	21 14 6	1 2 4	205 9 2	217 9 1	197 7 2	199 18 2
Shadwell	344 5 2	113 15 8	24 19 1	61 10 11	14 4 9	39 8 7	2 13 0	600 17 2	655 7 10	642 17 8	570 13 2
Whitechapel	129 14 3	122 8 9	2 11 0	0 7 11	...	...	6 16 3	261 18 2	262 10 8	208 18 10	245 19 6
Shoreditch	81 1 8	20 3 3	0 16 6	0 6 9	0 0 4	0 1 9	0 19 5	103 9 10	118 16 7	99 13 0	98 9 9
Totals, June, 1889	1,572 7 5	382 0 8	68 5 0	917 13 0	408 15 2	225 11 10	64 7 1	3,629 0 2	...	...	...
Do. June, 1888.	1,611 15 11	326 9 5	114 7 9	885 12 11	381 15 0	283 2 1	64 9 10	...	3,667 12 11	...	...
Do. May, 1889.	1,538 13 8	249 8 0	37 13 8	811 9 11	421 0 6	201 10 6	47 0 8	...	...	3,306 16 11	...
Do. April, 1889.	1,528 2 11	349 8 9	60 15 11	870 4 1	429 15 5	218 10 7	47 10 6	...	...	...	3,485 8 2

26th August
1888

The like figures for April and May, 1888, were reported as—

	April, 1888.	May, 1888.
Passengers:—Local	£1,451 11 9	£1,492 10 7
Through	1,791 9 8	1,794 12 8
	£3,243 1 5	£3,287 3 5
Parcels, "H. C. and D."	31 16 5	35 2 11
Goods and Live Stock	344 10 0	322 10 2
	£3,559 10 10	£3,644 16 4

16th August,
1889

876. Claims of Lessee Companies against Committee.

Submitted the following Statement:—

Brighton Company—Running Expenses to June 30th, &c.	£902 11 3
South Eastern "—Disbursements to June 30th, &c.	1,023 11 11
District "—Running Expenses, June and July	730 2 9
Metropolitan "— " " " " " " " " " "	1,059 13 10
Great Eastern "— " " " " " " " " " "	529 13 3
	£4,236 13 0

Resolved—

That these claims be paid in full, subject, in the case of the South Eastern Company's claim, to the audit of the Brighton Company.

877. Bankers' Pass Books Submitted, showing credit balances to date:

Deposit Account	£6,000 0s. 0d.
Current " "	£3,026 2s. 3d.

878. Cheques Stopped for £4,530. 17s. 10d., Cheques for £1,752. 2s. 3d. (Wages, &c.) reported signed since last meeting.

879. Next Meeting.

Fixed for 9th October, 1889, the Chairman of the day (Mr. Parkes) being hereby empowered to call a meeting in the interim if he consider it necessary.

880. Returns of Receipts and Passengers.

Submitted the following Statements:—

COACHING RECEIPTS FOR JUNE, 1889, IN COMPARISON WITH JUNE, 1888, AND APRIL AND MAY, 1889.

STATIONS.	BOOKINGS TO								TOTAL RECEIPTS.			
	East London Railway.	English Railway.	South Eastern Railway.	Metropolitan Railway.	City Lines and Suburbs.	District Railway.	Great Eastern Railway.		June, 1889.	June, 1888.	May, 1889.	April, 1889.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New Cross, S.E.R.	130 14 4	—	—	617 14 11	106 3 6	16 8 9	—	771 1 6	731 9 6	694 17 5	737 18 7	—
Do. H.L.	198 2 10	—	—	19 10 11	47 5 6	31 19 10	29 1 7	336 0 8	314 15 8	211 16 6	209 10 11	—
Old Kent Road	61 4 7	—	—	—	—	—	3 3 8	62 7 3	68 6 4	66 7 6	61 17 2	—
Deptford Road	230 18 8	83 14 6	32 13 6	211 6 4	138 16 10	70 10 2	8 15 9	596 4 9	522 3 2	611 7 5	808 6 3	—
Rotherhithe	172 14 11	20 6 10	2 16 6	74 12 4	82 6 2	24 19 4	3 16 1	383 11 8	376 16 2	269 11 6	292 14 8	—
Wapping	104 16 11	21 11 6	4 8 11	32 2 12	19 16 1	21 14 6	1 2 4	206 9 2	217 9 1	197 7 2	199 18 2	—
Shadwell	244 5 2	112 15 8	24 19 1	61 10 11	14 4 9	30 8 7	2 13 0	500 17 2	655 7 10	542 17 8	470 13 2	—
Whitechapel	129 14 2	222 8 9	2 11 0	0 7 11	—	—	6 16 2	261 18 2	262 10 8	208 18 10	246 19 6	—
Shoreditch	61 1 8	20 2 3	0 16 5	0 5 5	0 6 4	0 1 9	0 19 5	393 6 10	118 16 7	99 13 0	98 9 3	—
Total, June, 1889	1,672 7 5	582 0 8	68 5 0	917 13 0	408 15 2	225 11 10	54 7 1	3,629 0 2	—	—	—	—
Do. June, 1888	1,611 10 11	526 9 5	114 7 9	885 12 11	381 15 0	263 2 1	84 9 10	—	3,607 12 11	—	—	—
Do. May, 1889	1,628 13 8	249 8 0	47 13 8	811 9 11	421 0 6	201 10 6	47 0 8	—	—	3,306 16 11	—	—
Do. April, 1889	1,628 2 11	249 8 9	60 15 11	870 4 1	420 15 8	218 10 7	47 10 6	—	—	—	3,485 8 2	—

COACHING RECEIPTS FOR JULY, 1889, IN COMPARISON WITH JULY, 1888, AND MAY AND JUNE, 1889.

STATIONS.	BOOKINGS TO							TOTAL RECEIPTS.			
	East London Railway.	Brighton Railway.	South Eastern Railway.	Metropolitan Railway.	City Lines and Extensions.	District Railway.	Great Eastern Railway.	July, 1889.	July, 1888.	June, 1889.	May, 1889.
New Cross, S.E.R.	£ s. d. 181 0 2	£ s. d. ...	£ s. d. ...	£ s. d. 507 9 0	£ s. d. 110 10 9	£ s. d. 14 17 4	£ s. d. ...	£ s. d. 763 17 3	£ s. d. 731 9 6	£ s. d. 771 1 6	£ s. d. 698 17 6
Do. H.L.	198 1 6	...	...	21 3 3	47 1 5	46 19 11	34 16 9	348 2 10	314 13 8	336 0 8	311 16 6
Old Kent Road	60 18 4	...	...	...	...	...	1 12 4	62 10 8	68 6 4	62 7 3	66 7 6
Deptford Road	382 7 2	90 11 6	23 0 3	216 1 0	159 12 9	72 5 7	12 6 10	956 5 1	922 3 1	906 4 9	811 7 5
Rotherhithe	176 6 2	18 5 7	4 18 2	71 19 3	95 4 3	26 1 2	3 13 1	396 7 8	376 16 2	381 11 8	369 11 6
Wapping	115 6 7	22 3 5	9 0 7	35 8 4	21 11 7	22 4 8	1 1 3	226 16 5	217 9 1	205 9 2	197 7 2
Shadwell	359 19 11	104 1 11	60 12 11	61 14 0	15 7 9	45 8 10	2 13 0	649 18 4	655 7 10	600 17 2	642 17 8
Whitechapel	126 0 11	136 0 3	2 15 5	0 9 10	...	...	7 10 2	272 16 7	262 10 8	261 18 2	208 18 10
Shoreditch	91 1 1	26 18 11	1 4 10	0 8 9	0 2 0	0 1 3	1 0 11	120 17 9	118 16 7	103 9 10	99 13 0
Totals. July 1889	1,641 1 10	398 1 7	101 12 2	914 13 5	449 10 6	227 18 9	64 14 4	3,797 12 7	...	...	...
Do. July 1888	1,611 13 11	326 9 5	114 7 9	885 12 11	381 15 0	282 2 1	64 9 10	...	3,667 12 11	...	...
Do. June 1889	1,672 7 5	382 0 8	68 5 0	917 13 0	408 15 2	225 11 10	54 7 1	...	...	3,629 0 2	...
Do. May 1889	1,538 13 8	249 8 0	37 13 8	811 9 11	421 0 6	201 10 6	47 0 8	...	...	...	3,306 16 11

NUMBER of Passengers booked to, from, and over the East London Line, for the months of January, February, March, April, May and June, 1889.

From	To and over	Jan.	Feb.	Mar.	April.	May.	June.	Six Months' Totals.
East London Line	Brighton Line	13,407	11,330	14,065	16,733	14,840	18,316	88,691
" " "	South Eastern Line	2,083	1,858	2,159	2,865	2,395	3,229	14,589
" " "	Metropolitan "	54,975	50,002	51,564	53,130	50,578	55,201	315,450
" " "	City Lines and Extensions	52,436	41,749	48,683	47,937	47,353	45,871	284,029
" " "	District Line	14,023	11,857	13,050	11,527	11,335	11,319	73,111
" " "	Great Eastern Line	4,463	4,129	4,545	4,973	5,029	5,665	28,804
Brighton	East London	16,242	14,063	18,063	17,802	18,231	18,871	103,272
South Eastern	" " "	3,300	2,879	3,154	3,474	3,882	3,981	20,670
Metropolitan	" " "	41,319	35,868	39,832	41,895	39,185	42,153	240,252
City Lines and Extensions	" " "	37,593	32,368	34,873	34,866	35,412	35,207	210,319
District Line	" " "	9,449	8,004	8,297	8,109	7,995	8,078	49,932
Great Eastern Line	" " "	5,185	4,761	5,000	6,338	6,215	6,734	34,233
East London Local.	" " "	262,140	227,647	256,457	253,238	255,981	259,605	1,516,068
	Total	516,615	446,515	499,742	502,887	498,431	514,280	2,978,420

THE EAST LONDON RAILWAY JOINT COMMITTEE.

MEETING.

CANNON STREET HOTEL, LONDON, 14th August, 1889.

PRESENT:

BRIGHTON COMPANY	.	.	J. PARES BICKERSTETH, Esq. Mr. SARLE. Sir PHILIP F. ROSE, Bart.
CHATHAM	„	.	Sir SYDNEY H. WATERLOW, Bart. Mr. MORGAN.
DISTRICT	„	.	Mr. POWELL.
EAST LONDON	„	.	WALTER R. FARQUHAR, Esq. Mr. LACEY.
GREAT EASTERN „	.	.	CHARLES H. PARKES, Esq. Lord CLAUD J. HAMILTON. Mr. E. B. PARKES.
SOUTH EASTERN „	.	.	Sir EDWARD WM. WATKIN, Bart., M.P.

IN ATTENDANCE:

Mr. MOYNIHAN, *Secretary and Manager.*

CHARLES H. PARKES, Esq., *in the Chair.*

362. Minutes.

THE Minutes of the Committee's Meeting of the 12th June last having been printed and circulated were declared correct, and were signed.

363. Meeting fixed for 10th ultimo.

REPORTED that, as, at this date, there was none but formal matter to submit to the Committee, this meeting was not held.

364. Mr. E. Leigh Pemberton, as Chatham Company's Representative,

SUBMITTED resolution of the Board of the London Chatham and Dover Company, of the 24th ultimo, appointing Mr. E. Leigh Pemberton in the place of the late Major Dickson, one of its representatives on this Committee.

May, 1889.
£ s. d.
698 17 6
311 16 6
66 7 6
811 7 6
369 11 6
197 7 2
542 17 8
208 18 10
99 13 0
...
...
...
3,306 16 11

Six Months' Totals.
88,691
14,589
315,450
284,029
73,111
28,804
103,272
20,670
240,252
210,319
49,932
34,233
1,515,068

2,978,420

EAST LONDON RAILWAY JOINT COMMITTEE.

MANAGERS' MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present :—

Mr. STANIFORTH (for Mr. Sarle) for Brighton Company.
 Mr. BIRT „ Great Eastern Company.
 Mr. BELL „ Metropolitan Company.
 Mr. LIGHT (for Sir M. Fenton) „ South Eastern Company.
 Mr. MOYNIHAN „ Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended :—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. Recommended :—

That the Schedule of Tolls for the Committee's Line to be deposited with the Board of Trade, be as follows :—

GOODS AND MINERALS.

Per ton, per mile.		
Class A. ...	3½d.	} With a minimum charge of 4 miles.
„ B. ...	4d.	
„ C. ...	4½d.	
„ 1 ...	5d.	
„ 2 ...	5½d.	
„ 3 ...	6d.	
„ 4 ...	7d.	} Same "Terminals" as for "Large Towns" (London).
„ 5 ...	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btn., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

CARRIAGES.

Description.	Proposed Maximum Rate per mile.				Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
	Chatham.	District.	Metn. Co.	Btn., G.E., S.E.			
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	2s. Od.	1s. Od.	9d.	6d.	1s. If 1 ton or under in weight.. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	1s. If 1 ton or under in weight... If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	4d.	4d.	3d.	2d.			
For the use of a covered carriage truck for the conveyance of any such carriage ...	An additional charge of 10s.						

That whatever changes might be effected in the Parliamentary Tolls, the Tolls at present in operation over the East London Line are to continue to apply to the traffic of the Lessee Companies.

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS

At 110, Cannon Street, London, on 30th August and 16th September, 1889.

Present:—

Mr. STANFORTH (on 16th Sept.)	for Brighton Company.
Mr. CHAPMAN	Chatham Company.
Mr. SOAR (for Mr. Powell)	District Company.
Mr. GARDNER	Great Eastern Company.
Mr. AULT (for Mr. Bell)	Metropolitan Company.
Mr. LIGHT	South Eastern Company.
Mr. HODGES (for Messrs. Bristows)	East London Company.
Mr. PARSONS (for Mr. Moynihan)	Joint Committee.

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—
That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say—

	Btn. Co.	Chatham Co.	District Co.	G.E.	Metn. Co.	S.E.	
Class A. ...	3d.	8d.	8d.	3d.	4½d.	4d.	With a minimum charge of 4 miles.
" B. ...	4d.	8d.	8d.	3½d.	5d.	4d.	
" C. ...	4½d.	1s. 0d.	1s. 0d.	4d.	6d.	4½d.	
" 1 ...	5d.	1s. 0d.	1s. 0d.	4½d.	7d.	5d.	Same "Terminals" as for "Large Towns" (London).
" 2 ...	5d. 5/10	1s. 0d.	1s. 0d.	5d.	7d.	5½d.	
" 3 ...	6d.	1s. 0d.	1s. 0d.	5½d.	7d.	6d.	
" 4 ...	7d.	1s. 0d.	1s. 0d.	6d.	8d.	7d.	
" 5 ...	8d.	1s. 0d.	1s. 0d.	6d.	8d.	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btn., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burthen.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	5s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS

At 110, Cannon Street, London, on 30th August and 16th September, 1889.

Present:—

Mr. STANFORTH (on 16th Sept.) for Brighton Company.
 Mr. CHAPMAN " Chatham Company.
 Mr. SOAR (for Mr. Powell) " District Company.
 Mr. GARDNER " Great Eastern Company.
 Mr. AULT (for Mr. Bell) " Metropolitan Company.
 Mr. LIGHT " South Eastern Company.
 Mr. HODGES (for Messrs. Bristows) " East London Company.
 Mr. PARSONS (for Mr. Moynihan) " Joint Committee.

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say—

	Btn. Co.	Chatham Co.	District Co.	G.E.	Metn. Co.	S.E.	
Class A. ...	3 ¹ / ₂ d.	8d.	8d.	3d.	4 ¹ / ₂ d.	4 ¹ / ₂ d.	With a minimum charge of 4 miles.
" B. ...	4d.	8d.	8d.	3 ¹ / ₂ d.	5d.	4d.	
" C. ...	4 ¹ / ₂ d.	1s. 0d.	1s. 0d.	4d.	6d.	4 ¹ / ₂ d.	
" 1 ...	5d.	1s. 0d.	1s. 0d.	4 ¹ / ₂ d.	7d.	5d.	
" 2 ...	5 ¹ / ₂ d.	1s. 0d.	1s. 0d.	5d.	7d.	5 ¹ / ₂ d.	
" 3 ...	6d.	1s. 0d.	1s. 0d.	5 ¹ / ₂ d.	7d.	6d.	Same "Terminals" as for "Large Tons" (London).
" 4 ...	7d.	1s. 0d.	1s. 0d.	6d.	8d.	7d.	
" 5 ...	8d.	1s. 0d.	1s. 0d.	6d.	8d.	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btn., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burthen.	1s. 6d.	9d.	4 ¹ / ₂ d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4 ¹ / ₂ d.	4d.	6d.	4d.	1s. 6d.	1s.	5s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1 ¹ / ₂ d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

Mem:

Manager's Meeting for Monday 23rd Sept

Mr Birt Monday or Tuesday 2.30 pm.

Mr Sault in Paris (Mr Walker agreed they were
able to send repr. if need. Monday or Tuesday 89.

Sir Myles Fenton in Paris (Mr Tyzwhitt agreed that
repr. if need. w^o be sent Monday or Tuesday)

Mr Bell could only come Monday.

Manager Chatkain could not see Mr Bates
explained & left word that Monday suited
majority

Mr Powell not in (nor Mr Soar) left cartons
explanation of coires. & that Monday suited
majority.

W.H.P. 19/9/89.

[An Station]

East London Railway Joint Committee

Managers' Meeting

110 (annou. 1st, London, 23rd Sept. 1889.

Present:—

Mr. Stamford (for Mr. Cole)	for Brighton Co.
Birt	" Great Eastern "
Bell	" Metrop ⁿ Co.
Light (for Sir M. Fenton)	" South Eastern "
Moynihan	" Joint Committee "
Mr. Birt in the Chair.	



23/9/89

no

March

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Recommended:—

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.



Mr. Sir
23/9/84

Sir
 Bell
 Light (for Mr. Fenton)
 Proverbs
 Mr. Sir in the (Chair)
 " West End
 " Interp. Co.
 " South Eastern
 " Joint Committee

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Recommended:—
 1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

~~2. Recommended~~

Schedule of Tolls
 2. That the Classification for
 the Committee's Line to be deposited
 with the Board of Trade be as
 follows:—

Goods and Minerals.

	Per ton per mile	
Class. A.	3 1/2 d.	} With a minimum charge of 4 miles
" B.	4 d.	
" C.	4 1/2 d.	
" 1.	5 d.	
" 2.	5 1/2 d.	
" 3.	6 d.	} Same "Terminals" as for "Large Towns" (London.)
" 4.	7 d.	
" 5.	8 d.	

East London Railway Joint Committee.

A G E N D A.

WEDNESDAY, 14th AUGUST, 1889.

1. CHATHAM COMPANY'S REPRESENTATIVE.

Mr. E. Leigh Pemberton in place of Major Dickson, M.P., deceased.

2. LEASE.

(i.) Mr. Parkes to report settlement, for £315, of Messrs. Bristows' Bill for Professional services.

(ii.) Mr. Parkes to move "That the interest on the Stamp Duty and the amount of Messrs. Bristows' Bill of Costs be paid in like proportions by the Lessee Companies, as was the item of £3,000 for the Stamp Duty, in accordance with Minute 657 of 11th January, 1888."

3. SOLICITORS' CHARGES, HALF-YEAR ENDING JUNE LAST.

To submit.

4. EASEMENT RENT, SHOREDITCH.

Submit correspondence circulated to Companies, and obtain instructions.

5. RAILWAY AND CANAL TRAFFIC ACT, 1888.

Mr. Parkes to ask:—

(i.) Whether a schedule for East London Railway is to be lodged with the Board of Trade?

(ii.) If so, what, or whose schedule it is to be?

6. TRAFFIC FACILITIES PROVIDED FOR BY CLAUSE 54 OF LEASING ACT.

Lord Alfred S. Churchill to call attention.

7. AUTOMATIC WEIGHING MACHINE COMPANY.

Submit application for reduction of rent from £60 to £40 per annum.

8. PROSECUTION—MOSS TRAVELLING CLASS SUPERIOR TO TICKET.

Report.

9. ACCIDENTS TO BOYS TREACHER AND BALL (TRESPASSERS) 26TH ULT.

Report.

10. TRAFFIC RECEIPTS—APRIL AND MAY LAST.

Submit Clearing House figures.

11. RENT OF LINE TO 30TH PROXIMO.

Ask order for payment.

12. ADJOURNMENT.

To fix.

B. Gas Consumption.

Submit offer from Gas Economizing Co. Ltd.

60/47
The East London Railway Joint Committee,
111, Cannon Street.

London, 20th Sept 1889
E.C.

Dear Sir,

Railway & Canal Traffic Act, 1888

I am directed by Mr. Parkes to convey - as I hereby do - a Meeting of the Goods Managers of the Leasing Companies to be held here on Friday, 30th Instant, at 2.30 p.m., for the purpose of considering and deciding upon the schedule and classification of Goods Rates which this Committee should deposit with the Board of Trade in compliance with the above - mentioned Act.

I am, dear Sir,

Yours faithfully,

(Signed) J. J. Morrison

Secy & Man^r

W. Gardner, Esq.

Goods Manager,

Great Eastern Railway.

Meeting of Goods Managers.

Agenda

Friday, 30th August, 1889.

Railway and Canal Traffic Act, 1888.

To consider and advise as to
new Schedule and Classification of
Goods Rates in compliance with above-
mentioned Act.

Good Managers Meeting

September 16th 1889.

Mem.

Question discussed, and
it was understood that the
existing tolls should apply
to the Lessee Railway Companies
using the East London Line.

to be recorded but not
minuted

17/9/89

W.H.P.

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS.

At 110, Cannon Street, London, on 30th August and 10th September, 1888.

Present:—

Mr. STANFORTH (on 10th Sept.)	for Brighton Company.
Mr. CHAPMAN	" Chatham Company.
Mr. SOAR (for Mr. Powell)	" District Company.
Mr. GARDNER	" Great Eastern Company.
Mr. AULT (for Mr. Bell)	" Metropolitan Company.
Mr. LIGHT	" South Eastern Company.
Mr. HODGES (for Messrs. Huttons)	" East London Company.
Mr. PARSONS (for Mr. Mynaghan)	" Joint Committee.
Mr. GARDNER, in the Chair.	

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say:—

	Per Co.	Chatham Co.	District Co.	G.E.	Met. Co.	S.E.	
Class A.	0½d.	0d.	0d.	0d.	4½d.	4d.	} With a minimum charge of 4 miles.
" B.	4d.	0d.	0d.	0½d.	0d.	4d.	
" C.	4½d.	1s. 0d.	1s. 0d.	4d.	0d.	4½d.	
" 1.	0d.	1s. 0d.	1s. 0d.	4½d.	7d.	0d.	
" 2.	0d.	1s. 0d.	1s. 0d.	0d.	7d.	0½d.	
" 3.	0d.	1s. 0d.	1s. 0d.	0½d.	7d.	0d.	} Same " Terminals " as for " Large Towns " (London).
" 4.	7d.	1s. 0d.	1s. 0d.	0d.	0d.	7d.	
" 5.	0d.	1s. 0d.	1s. 0d.	0d.	0d.	0d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Unpackaged per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Minimum Charge (except for Terminals).
	Per Stock per Mile.			Per Animal.	Per Animal.	Per cwt. lb.	Per cwt. lb.	
	Chatham District.	Met. Co.	Per G.E. & S.E.					
For every horse, mule, ass, or other beast of draught or labour.	1s. 0d.	0d.	4½d.	0d.	0d.	1s. 0d.	1s.	0s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	0d.	4d.	1s. 0d.	1s.	2s. 0d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	0d.	0d.	0d.	4½d.	1s. 0d.	1s.	0s.
For every animal of the several classes above enumerated conveyed in a separate carriage, under the direction of the carrier, or for any other special arrangement.	1s.	0d.	0d.	1s. 0d.	1s.	1s. 0d.	1s.	7s. 0d.

CARRIAGES.

Description.	Proposed Maximum Rate per mile.					Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
	Chatham.	District.	Metn. Co.	Bin., G. E., S. E.				
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	2s. 0d.	1s. 0d.	9d.	6d.		If 1 ton or under in weight.. 1s. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	If 1 ton or under in weight... 1s. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	4d.	4d.	3d.	2d.				
For the use of a covered carriage truck for the conveyance of any such carriage								

An additional charge of 10s.

In reply to inquiry whether stated by Mr. Wright
that the existing tally of the E. R. Co. is for
Memo.

! Question arose ^{was understood} that
existing tally ^{shd} ^{to the ~~existing~~ ^{present}} ~~was~~ using E. R. Co.

2. The up of the ~~various~~ E. R. Co. funds, they
were made a copy in a ^{recom} " "
submit for ^{consider} ^{their} ^{propositions}
as under:-

EAST LONDON RAILWAY TRUST COMMITTEE

MINUTE MEETING HELD AT
110, FLEET STREET, LONDON, ON 27th JANUARY 1900

Present:

Mr. CHURCHILL	Mr. LONDON, Chairman
Mr. CHURCHILL	Mr. LONDON
Mr. CHURCHILL	Mr. LONDON
Mr. CHURCHILL	Mr. LONDON
Mr. CHURCHILL	Mr. LONDON
Mr. CHURCHILL	Mr. LONDON
Mr. CHURCHILL	Mr. LONDON
Mr. CHURCHILL	Mr. LONDON

Mr. LONDON in the Chair

BUSINESS AND FINANCIAL STATEMENT 1899

I recommend that the accounts be adopted as they are deposited by the Railways Committee with the Board of Trade.

It is also recommended that the accounts be adopted as they are deposited by the Railways Committee with the Board of Trade.

SIGNED AND ATTESTED

Wm. L. LONDON, Chairman
(Signature)

1899

Particulars	Amount paid to the Railway Committee	Amount received from the Railway Committee	Amount paid to the Railway Committee	Amount received from the Railway Committee	Amount paid to the Railway Committee	Amount received from the Railway Committee
	£	s	d	£	s	d
For the year ended 31st Dec 1899	100	0	0	100	0	0
For the year ended 31st Dec 1898	100	0	0	100	0	0
For the year ended 31st Dec 1897	100	0	0	100	0	0
For the year ended 31st Dec 1896	100	0	0	100	0	0

CARRIAGES.

Description.	Proposed Maximum Rate per mile.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Maximum Charge.
<p><i>Chatham</i> <i>Bits</i> <i>Metn</i></p> <p>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform ... <i>2/-</i> ... <i>1/-</i> ... <i>9^d</i> ...</p> <p>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh ... <i>4^d</i> ... <i>3^d</i> ...</p>	<p>SE. BK. GE</p> <p>✓</p> <p>6d.</p>	<p>1s. 1s. If 1 ton or under in weight... If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton</p>	<p>1s. 1s. If 1 ton or under in weight... If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton</p>	<p>10s.</p>
<p>For the use of a covered carriage truck for the conveyance of any such carriage ...</p>	<p>✓</p> <p>2d.</p>			<p>An additional charge of 10s.</p>

~~With a minimum charge in all cases of 6 miles~~

107 187
EAST LONDON
MAGD

TIME

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS

110, Cannon Street, London, 30th August, 1889.

TIME IMPORTANT.

Overtime to be worked if necessary. Order No. of "161752"

Signed

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

The representatives of the Lessee Companies finding they were unable to agree on a recommendation submitted for consideration the following having been suggested:—

Goods and Minerals.

At a rate, per ton, per mile, say,	Class A.	Class B.	Class C.	Class D.	Class E.
4 1/2d	4d	3 1/2d	3d	2 1/2d	2d
5d	4 1/2d	4d	3 1/2d	3d	2 1/2d
6d	5d	4 1/2d	4d	3 1/2d	3d
7d	5 1/2d	5d	4 1/2d	4d	3 1/2d
7 1/2d	6d	5 1/2d	5d	4 1/2d	4d
8d	7d	6d	5 1/2d	5d	4 1/2d
8 1/2d	8d	7d	6d	5 1/2d	5d

With a minimum charge of 4 miles.

Same "Terminals" as for "Large Tons" (London).

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rate for Conveyance per Animal.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.	Per animal.	Per animal.	Per vehicle.	Per vehicle.	
For every horse, mule, ass, or other beast of draught or burden.	4s. 6d.	6d.	6d.	1s. 6d.	1s.	6s.
For every ox, cow, bull, or head of neat cattle.	4s.	6d.	4d.	1s. 6d.	1s.	8s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	2s.	2d.	1 1/2d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	9s.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

Chalken, District, Net

1/5	9d
1/4	4 1/2d
4d	3d
1/2	9d

CARRIAGES.

Description.	Proposed Maximum Rate per mile.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
<p>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform</p>	<p>6d.</p>	<p>1s. If 1 ton or under in weight.. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton</p>	<p>1s. If 1 ton or under in weight.. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton</p>	<p>10s.</p>
<p>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh</p>	<p>2d.</p>			
<p>For the use of a covered carriage truck for the conveyance of any such carriage</p>				

An additional charge of 10s.

With a minimum charge in all cases of 6 miles.

Chatham	District	Miles
2s0d	1s0d	9d
4d	4d	3d

~~to be inserted in the schedule in September 1901~~

EAS
 110, Cannon Street
 Mr. ST
 Mr. CHA
 Mr. SOA
 Mr. C

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS.

110, Cannon Street, London

30th August and 16th September, 1889.

Present:—

Mr. STANFORTH (on 16th Sept.)	for Brighton Company.
Mr. CHAPMAN	“ Chatham Company.
Mr. SOAR (for Mr. Powell)	“ District Company.
Mr. GARDNER	“ Great Eastern Company.
Mr. AULT (for Mr. Bell)	“ Metropolitan Company.
Mr. LIGHT	“ South Eastern Company.
Mr. HODGES (for Messrs. Bristows)	“ East London Company.
Mr. PARSONS (for Mr. Moynihan)	“ Joint Committee.

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—

That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say—

	Btn. Co.	Chatham Co.	District Co.	G.E.	Metn. Co.	S.E.	
Class A. ...	3½d.	8d.	8d.	3d.	4½d.	4d.	With a minimum charge of 4 miles.
“ B. ...	4d.	8d.	8d.	3½d.	5d.	4d.	
“ C. ...	4½d.	1s. 0d.	1s. 0d.	4d.	6d.	4½d.	
“ 1 ...	5d.	1s. 0d.	1s. 0d.	4½d.	7d.	5d.	
“ 2 ...	5d.	1s. 0d.	1s. 0d.	5d.	7d.	5½d.	
“ 3 ...	6d.	1s. 0d.	1s. 0d.	5½d.	7d.	6d.	Same “Terminals” as for “Large Towns” (London).
“ 4 ...	7d.	1s. 0d.	1s. 0d.	6d.	8d.	7d.	
“ 5 ...	8d.	1s. 0d.	1s. 0d.	6d.	8d.	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Service Terminal at each end.	Proposed Maximum Station Service Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btn., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

CARRIAGES.

Description.	Proposed Maximum Rate per mile.				Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
	Chatham.	District.	Metn. Co.	Btn., G.E., S.E.	1s. If 1 ton or under in weight.. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	1s. If 1 ton or under in weight.. If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton	
For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	2s. 0d.	1s. 0d.	9d.	6d.			10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	4d.	4d.	3d.	2d.			
For the use of a covered carriage truck for the conveyance of any such carriage ...	An additional charge of 10s.						

in part
 EAST LONDON
 110, Cannon
 110, Cannon
 110, Cannon

EAST LONDON RAILWAY JOINT COMMITTEE.

GOODS MANAGERS' MEETINGS.

110, Cannon Street, London, 30th August and 16th September, 1889.

Present:—

Mr. STANFORTH (on 16th Sept.) for Brighton Company.
 Mr. CHAPMAN " Chatham Company.
 Mr. SOAR (for Mr. Powell) " District Company.
 Mr. GARDNER " Great Eastern Company.
 Mr. AULT (for Mr. Bell) " Metropolitan Company.
 Mr. LIGHT " South Eastern Company.
 Mr. HODGES (for Messrs. Bristows) " East London Company.
 Mr. PARSONS (for Mr. Moyahan) " Joint Committee.

Mr. GARDNER, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

1. Recommended:—
 That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. The representatives of the Lessee Companies, finding they were unable to agree in a recommendation, submit for consideration their several propositions, as under:—

Goods and Minerals.

At a rate, per ton, per mile, say—

	Bis. Co.	Chatham Co.	District Co.	G.E.	Metn. Co.	S.E.	
Class A. ...	3½d.	8d.	8d.	3d.	4½d.	4d.	} With a minimum charge of 4 miles.
" B. ...	4d.	8d.	8d.	3½d.	5d.	4d.	
" C. ...	4½d.	1s. 0d.	1s. 0d.	4d.	6d.	4½d.	
" 1 ...	5d.	1s. 0d.	1s. 0d.	4½d.	7d.	5d.	
" 2 ...	5d.	1s. 0d.	1s. 0d.	5d.	7d.	5½d.	
" 3 ...	6d.	1s. 0d.	1s. 0d.	5½d.	7d.	6d.	} Same "Terminals" as for "Large Towns" (London).
" 4 ...	7d.	1s. 0d.	1s. 0d.	6d.	8d.	7d.	
" 5 ...	8d.	1s. 0d.	1s. 0d.	6d.	8d.	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Station Terminal at each end.	Minimum Charge exclusive of Terminals.
	Per Road per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	G.E. & S.E.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

CARRIAGES

Description.	Proposed Maximum Rate per mile.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge.
<p>For every carriage of whatever description not included in the classification, and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform.</p>	<p>Chatham. 6d. District. 3s. 6d. Men. 6s. 3d., 5s. 6d., 5s. 3d. } 2s. 6d. 3s. 6d. 6d. 6d.</p>	<p>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton } 1s. 1s.</p>	<p>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton } 1s. 1s.</p>	<p>11s.</p>
<p>For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh.</p>	<p>6d. 4d. 3d. 6d.</p>	<p>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton } 1s. 1s.</p>	<p>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton } 1s. 1s.</p>	<p>11s.</p>
<p>For the use of a covered carriage truck for the conveyance of any such carriage.</p>	<p>6d. 4d. 3d. 6d.</p>	<p>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton } 1s. 1s.</p>	<p>If over 1 ton, then at the rate per ton, with no less charge than as for a quarter of a ton } 1s. 1s.</p>	<p>11s.</p>

An additional charge of 11s.

TELEPHONE No 416.

1, Copthall Buildings, E.C.

London 30th Sept 1889

East London Ry

Railway & Canal Traffic
Act 1888

Dear Sir

We beg to report that we have today made the necessary deposit at the Board of Trade of the Revised Classification &c in pursuance of the above Act.

We enclose one copy of the Classification &c will send you a supply of them as soon as they are ready.

Yours faithfully
J. J. Morprian Esq
Secy & Man^r
E. L. Ry Joint Committee



Y.

the

chedule
sed and
osing it
sent to
ment of
ice must
principal

EAST LONDON RAILWAY COMPANY.



REVISED CLASSIFICATION OF
MERCHANDISE TRAFFIC
AND
REVISED SCHEDULE OF
MAXIMUM RATES AND CHARGES

APPLICABLE THERETO

PROPOSED TO BE CHARGED BY THE

EAST LONDON RAILWAY COMPANY.

*Submitted to the Board of Trade in pursuance of the provisions of the
Railway and Canal Traffic Act, 1888.*

Notice.—Objections to any part of this proposed Classification and Schedule of Maximum Rates and Charges are to be made by notice of objection addressed and sent by post to the Board of Trade, marked on the outside of the cover enclosing it "Railway and Canal Traffic Act, 1888." Such notice of objection is to be sent to the Board of Trade within eight weeks from the date of the first advertisement of the submission of the proposed Classification and Schedule, and a similar Notice must at the same time be sent to the Secretary of the Company, at the Company's principal Office, London Bridge Station, S.E.

The term of eight weeks expires on the 30th day of November, 1889.

REVISED CLASSIFICATION
OF
MERCHANDISE TRAFFIC

SUBMITTED BY THE

EAST LONDON RAILWAY COMPANY,

PURSUANT TO THE "RAILWAY AND CANAL TRAFFIC ACT, 1888."

CLASS A.

Applicable to consignments of FOUR TONS or upwards.

Cannel.
Cinders, *Coal*.
Coal.

Coke.
Culm.
Iron Ore.

Ironstone.
Slack.
Slag or Scoria (*Blast Furnace*).

CLASS B.

Applicable to consignments of FOUR TONS or upwards.

Alabaster Stone, in lumps, unground.
 Antimony Ore Waste.
 Barytes, raw, in bulk.
 Bog Ore (or Oxide of Iron), for Gas purifying.
 Bricks, clay, common and fire.
 Cement, in blocks or slabs.
 Cement Stone.
 Chalk, in the rough.
 Chalk Lime.
 Clay, in bulk, except otherwise herein provided.
 Coal Fuel, Patent.
 Concrete, in blocks or slabs.
 Coprolites and Rock Phosphate, unground.
 Flints, for road-making.
 Furnace Lumps.
 Furnace Scrapings.
 Gannister.
 Gas Carbon.

Gas Lime, or Gas Purifying Refuse, from Gas Works.
 Gravel.
 Gypsum Stone, in lumps, unground.
 Iron Ore Refuse, for Gas purifying.
 Iron Pyrites.
 Kentledge or Ballast, iron.
 Lime, in bulk.
 Limestone, in bulk.
 Loam.
 Manure, Street, Stable, or Farmyard, in bulk.
 Mill Scale or Smudge.
 Night Soil.
 Peat.
 Pig Iron.
 Pipes, Draining, common, for agricultural draining.
 Pitch (Coal Tar), in blocks.
 Plaster Stone, in lumps, unground.

Potsherds.
 Quarls.
 Red and Purple Ore.
 Rock Salt.
 Salt, in bulk.
 Sand, common, in bulk, except otherwise herein provided.
 Slates, common.
 Spar, in the rough, in bulk.
 Stone, in the rough state, building, pitching, paving, kerb, or flag.
 Stone and Undressed Material, for the repair of roads.
 Sugar Scum, for Manure.
 Tan or Spent Bark.
 Tap or Mill Cinder and Hammer Scale.
 Tiles, Draining, common.
 Turf.
 Zinc Ore.

CLASS C.

Applicable to consignments of TWO TONS or upwards.

Acetate of Lime.	Cake, for cattle feeding.	Guano.
Alum.	Cannon Balls and Shot, and Shells not charged.	Gypsum.
Alum Cake.	Carbonate of Lime.	Hoof and Horn Waste, <i>except otherwise herein provided.</i>
Alum Waste.	Carbonate of Soda or Soda Crystals.	Infusorial Earth, or Diatomite.
Alumina Water.	Carrots.	Ingot Moulds.
Aluminoferrie.	Caustic Soda.	Kainit.
Aluminosilic.	Cement, <i>except otherwise herein provided.</i>	Keel Bars.
Anehors.	Chain Cables.	Lead Ore.
Angle Bars, iron or steel.	Chains, <i>not packed.</i>	Lias Lime.
Antimony Ore.	Chalk, <i>ground.</i>	Lime Salt.
Anvils.	China Clay.	Litter (Moss and Peat), <i>hydraulic or steam press-packed.</i>
Armour Plates.	China Stone.	Manganese Ore.
Arsenic.	Chloride of Calcium.	Mangel Wurzel.
Asphaltum.	Chromate Ore.	Manure, <i>other than Street, Stable, or Farmyard, in bulk.</i>
Axle Forgings, iron or steel, in the rough.	Clay, in bags or casks.	Marble, in blocks, rough.
Axles, in the rough.	Colliery Tubbing.	Millstones, in the rough.
Axles & Wheels (Railway Carriage, Railway Waggon, Tram, or Corvee).	Columns, iron or steel.	Mineral White.
Bar Iron.	Copper Ore.	Moulders' Black or Dust.
Barley, Pot and Pearl.	Coprolites and Rock Phosphate, <i>ground.</i>	Muriate of Manganese
Barytes, <i>ground, in casks or bags.</i>	Creosote (Coal Tar), Coal Tar or Gas Tar, and Gas Water.	Muriate of Potash.
Beams, iron or steel.	Crowbars.	Nails, iron or steel.
Bearers, iron or steel.	Cullet (or broken glass).	Nitrate of Soda.
Bed Plates.	Cylinders, iron or steel, <i>rough, not turned, drilled, planed, or slotted.</i>	Nitro Cake.
Bicarbonate of Soda, in casks.	Draff, or Brewers' and Distillers' Grains.	Ochre.
Binders, iron or steel.	Drain Pipes, glazed, <i>except otherwise herein provided.</i>	Oil Cake.
Bleaching Powder.	Dross (Metal).	Oxide of Iron.
Blooms, Billets, or Ingots, iron or steel.	Earth, <i>Red.</i>	Pig Lead.
Boiler Flue Hoops, <i>weldless, unfinished, iron.</i>	Emery Stone.	Pipe Clay.
Boiler Plates, iron or steel.	Fenugreek Seeds.	Pitch, <i>except otherwise herein provided.</i>
Bolts and Nuts, iron or steel.	Ferro-Manganese.	Plaster.
Bone Ash.	Flints, <i>except otherwise herein provided.</i>	Plough Plates, iron or steel, in the rough.
Bone Waste, <i>except otherwise herein provided.</i>	Flooring Plates, rough, iron.	Plough Shares, iron or steel, in the rough.
Bones, for size or manure.	Flour (Wheaten).	Posts, iron or steel, for wire fencing.
Bricks, clay, glazed or enamelled.	Forgings, iron or steel, in the rough, <i>except otherwise herein provided.</i>	Potatoes, in bulk or in sacks.
Bricks (Flanders or Scouring).	Fullers' Earth.	Puddled Bars, iron.
Bridgework, iron or steel, viz.:—	Girder Bars, iron or steel, rolled, <i>not rivetted.</i>	Pyrites, <i>except otherwise herein provided.</i>
Floor Plates.	Girders, iron or steel.	Rails, iron or steel.
Lattice Bars.	Glass, <i>ground.</i>	Railway Chairs.
Struts and Ties.	Grain.	Railway Cotters.
Cross and Longitudinal Girders.	Granite, in blocks, rough or undressed.	Railway Fish Plates.
Cantilevers.	Granulated Iron.	Railway Keys, wooden.
Joists.	Grindstones, in the rough.	Railway Points, Crossings, or Joints.
Screw or other kinds of Piles, both hollow and solid.		Railway Sleepers, iron or steel.
Girders, whole or in part.		Railway Waggons and other Railway Vehicles (<i>except otherwise herein provided</i>), loaded in other Waggons.
Buoy Sinkers.		
Burr Stones.		
Caissons, iron or steel.		

CLASS C—(continued).

Retorts, Retort Lids, and Retort Mouthpieces, *iron or steel*.
 Ridges (*cement or stone*), for roofing.
 Ridges, *slate*.
 Rivets, *iron or steel*.
 Rods, common, *iron*.
 Ropes, Old, for Paper-making.
 Roof-work, *iron or steel*, viz.:—
 Rafters.
 Struts and Ties, or Tie Rods.
 Tun Shoes for Principals.
 Gutters.
 Bed Plates.
 Sky Bars.
 Wind Ties.
 Principals.
 Purlins.
 Salt packed.
 Salt Cake.
 Sand, *glass and silver*.
 Sand Plates, open (*cast iron*).
 Sanitary Tubes, except otherwise hereinafter provided.
 Sawdust.
 Scouring Rock.
 Scrap Iron, Heavy.
 Seeds, for crushing for Oil.
 Shafts of Screw Propellers or Paddle Wheels, *iron or steel*.
 Ships' Plates, *iron or steel*.

Shovel Plates, *iron or steel*, in the rough.
 Skimmings, *Flux, Lead, Tin, and Zinc*.
 Slate, ground (*for cement*).
 Slumming.
 Soapstone.
 Soda.
 Soda Ash.
 Sole Bars, *wooden*.
 Soot.
 Spar, ground.
 Spiegeleisen.
 Sticks, *Pea and Bean*.
 Stone, *saen or roughly wrought up*, such as Troughs or Sinks.
 Stucco, ground.
 Sulphate of Alumina.
 Sulphate of Ammonia.
 Sulphate of Iron.
 Sulphate of Lime.
 Sulphate of Potash.
 Sulphate of Soda.
 Sulphur, *crude or unmanufactured*.
 Sulphur Ore.
 Telegraph Stores, viz.:—
 Loop Rods.
 Stay Tighteners.
 Stay Rods.
 Screw Tighteners.
 Earth Plates.
 Bolts and Nuts.

Iron, galvanized and blacked.

Telegraph Stores (continued)—
 Blacked Iron (*cast*) Ridge Chairs.
 Malleable Cast Iron Brackets.
 Iron Pole Rods or Caps.
 Terra Alba.
 Terra Cotta Blocks and Bricks.
 Tiles, Garden Edging (*earthenware, cement, or fireclay*), and Roofing, Ridge, and Paving.
 Tip Iron, $\frac{1}{4}$ ths of an inch or upwards.
 Trenails.
 Troughs, *earthenware and fireclay*.
 Turnips.
 Turntables, in parts.
 Tyres and Tyre Bars, *iron or steel*.
 Umber.
 Vegetable Tar.
 Washers, *iron or steel*.
 Waste paper, for Paper-making.
 Whiting and Whitening.
 Wire Iron, rolled (*not drawn*), in rods or coils.
 Wire (*of iron*), undamagable, not packed.
 Wood Fibre, *hydraulic or steam press-packed*.
 Wood Pulp, or Half-Stuff.
 Wood Turnings, for Fish curing.
 Zinc Ashes.
 Zinc, Carbonate of (*Calamine*).

Merchandise comprised in Classes A and B of the Classification if sent in quantities of less than Four Tons and not less than Two Tons.

CLASS 1.

Applicable to consignments exceeding 560 lbs. in weight.

Acetate of Lead, or Sugar of Lead.	China Grass, <i>hydraulic or steam press-packed.</i>	Hay, <i>hydraulic or steam press-packed.</i>
Acetate of Soda.	Chloride of Muriate of Zinc.	Heads and Staves, <i>prepared, for casks.</i>
Acorns.	Cider and Perry (<i>not bottled</i>), in casks.	Headstocks, <i>iron or steel, for Collieries.</i>
Ale and Porter (<i>not bottled</i>), in casks.	Clog Blocks, <i>rough.</i>	Hemp Seed.
Algarovilla.	Clog Irons.	Hoop Iron or Steel.
Algerian Fibre, <i>hydraulic or steam press-packed.</i>	Copper Precipitate.	Horn Piths or Sloughs.
Arsenate of Soda.	Copper Regulus.	Horse Shoe Bars, <i>iron.</i>
Ashes, <i>Pot and Pearl.</i>	Copperas.	Housings, Chocks, Standards, 1
Axle Boxes, <i>iron or steel.</i>	Copra (<i>or Oily Pulp of Coconut</i>), <i>dried.</i>	ions, Coupling Boxes, and Spindles, <i>for rolling mills.</i>
Axles and Wheels, <i>Locomotive Engine and Tender.</i>	Corrugated Iron or Steel.	Hurdles, <i>iron or wood, except otherwise herein provided.</i>
Barilla.	Cryolite.	Hydraulic Machinery and Presses.
Bars, <i>cast iron.</i>	Cutch.	Jute.
Beds and Cylinders of Steam Engines.	Disinfecting Powder.	Ladders, <i>iron.</i>
Benders (for Rails) or Jim Crows.	Divi Divi.	Ladles, <i>Puddlers'.</i>
Bichrome and Bichromate of Potash, in casks.	Doors and Door Frames, <i>iron or steel.</i>	Lamp Posts, <i>iron or steel.</i>
Birch or Ling, <i>for Besoms.</i>	Drain Pipes, <i>glazed, over 6 inches in diameter.</i>	Lasts, <i>iron.</i>
Bisulphite of Lime.	Drilling, Planing, Punching, Shearing, and Slotting Machines (<i>for metal working</i>), including Beds and Tables.	Lathe Beds.
Bisulphite of Soda.	Dunnage Mats.	Lead Ashes.
Blanc-fixe (Ground Barytes with water added, <i>for glazing paper</i>).	Dye Liquor Refuse, <i>from Print or Dye Works.</i>	Lemon Peel.
Blistered Steel.	Dye Works.	Lime Water, in casks.
Bloom Trucks.	Earth Nuts or Ground Nuts.	Litharge.
Bobbin Blocks.	Ensilage.	Megass, <i>hydraulic or steam press-packed.</i>
Bogies, <i>Puddler's Top.</i>	Esparto (<i>or Spanish Grass</i>), <i>hydraulic or steam press-packed.</i>	Mexican Fibre, <i>hydraulic or steam press-packed.</i>
Bolt and Nut Machines.	Extract of Bark or Wood, <i>for tanning.</i>	Molasses.
Bottles, <i>glass, black or green, common, packed.</i>	Farina.	Mortar Mills.
Box Iron Heaters.	Felloes, Naves, and Spokes.	Muriate of Ammonia.
Break Blocks.	Fish—	Mustard Seed.
Brick-making Machinery.	Cod and Ling, <i>thoroughly cured, in brine.</i>	Myrabolams.
Bricks, <i>Air, cast iron.</i>	Herrings, <i>thoroughly cured, in brine.</i>	Nail rods and sheets, <i>iron.</i>
Bullets, <i>small-arm.</i>	Fuel economisers, <i>iron or steel.</i>	Nails, <i>Wire.</i>
Cabbages.	Furnace Plates, <i>iron or steel.</i>	Nitrate of Lead.
Canada Plates, <i>iron or steel.</i>	Galvanized Iron.	Old or Scrap Lead.
Cannon.	Gambier.	Onions.
Capstan Bars.	Gasometer Sheets.	Orange Peel.
Capstans.	Glass Blocks, <i>for pavement (fitted in iron frames).</i>	Osiers, Twigs, and Willows, <i>green and wet.</i>
Carbonate of Potash, in casks.	Glucose.	Palmetto Leaf, <i>hydraulic or steam press-packed.</i>
Castings, <i>Mill, Forge, and other rough and heavy unfinished Castings, iron or steel.</i>	Gratings, <i>Drain, Pavement, Area, or Floor, cast iron.</i>	Pans, <i>annealing, iron.</i>
Caustic Potash.	Hair, <i>wet, from Tanneries.</i>	Paraffin Scale.
Chaff, <i>hydraulic or steam press-packed.</i>	Haricot Beans.	Paraffin Wax.
Chains and Traces, <i>not packed.</i>		Piassava, <i>hydraulic or steam press-packed.</i>
Charcoal.		Pickblocks or Pickheads, <i>iron or steel.</i>
Chestnuts.		Pipes, <i>Air, for ventilators.</i>
Chimney Pots, <i>earthenware or fire-clay.</i>		Pipes for Blast Furnaces, <i>iron or steel.</i>

CLASS I—(continued).

- Pipes, iron or steel (exclusive of Rain Water Pipes), Gas, Water, Air, and Steam.
- Plaster Slabs, *Shovels*.
- Plates, black, iron or steel.
- Plates for Glass Rolling, iron or steel.
- Plough Arm and Share Moulds and Moulding, iron or steel.
- Plough Plates, finished, iron or steel.
- Plough Shares, finished, iron or steel.
- Plough Slides and Wheels, iron or steel.
- Piombago Ore.
- Provender, *grains*.
- Provender, *Horns or Cattle, Hydraulic or steam press-packed*.
- Pumice Stone.
- Pumping Machines.
- Punching Bars.
- Patty.
- Rags (not oily).
- Railway Buffers, Buffer Heads, Rods, and Sockets, iron or steel.
- Railway Carriage and Wagon Work, iron or steel.
- Railway Springs.
- Railway Spring Steel.
- Red Lead.
- Ratcatchers, clay.
- Rice.
- Rice Flour.
- Rivetting Machines.
- Rod Lead.
- Rollers, *Garden or Hand*.
- Rosin.
- Rotten Stone.
- Saltpetre.
- Sanitary Tubes, above 6 inches in diameter.
- Scrap Iron and Scrap Steel (*Light*), such as Old Hoops and Cotton Ties, not packed, Old Wire, Pins and Pins, and other old articles having been manufactured out of Sheet or Hoop Iron or Wire, Sheet Iron and Tin Plate Clippings, Shavings and Stampings.
- Screw Jacks, iron.
- Seyth Stones.
- Soul Pipes or Valves, iron or steel.
- Sheep Dipping Powder.
- Sheep Wash.
- Sheet Iron and Iron Sheets.
- Sheet Lead.
- Shoe Tips, iron or steel.
- Shovel Plates, iron or steel, finished.
- Shumac.
- Silicate of Soda.
- Sink Traps, *ceramicware or fireclay*.
- Sinks, *ceramicware or fireclay*.
- Skid Pans or Wagon Slippers, iron.
- Soap.
- Solder.
- Spelter, in plates or ingots.
- Spelter Sheets, in coils or cases.
- Standards for Hurdles, iron or steel.
- Staples, iron.
- Steam Hammers.
- Stearine.
- Stone Cutting and Crushing Machines.
- Straw, *hydraulic or steam press-packed*.
- Strips, iron.
- Studs, iron or steel.
- Sugar, except otherwise herein provided.
- Sulphate of Copper.
- Sulphur, except otherwise herein provided.
- Syrup, in casks.
- Tallow.
- Tank Plates, iron or steel.
- Targets, iron or steel.
- Telegraph Posts, iron or steel.
- Telegraph Stores, viz. :—
- Wrought Iron Double Swivels.
- Malleable Cast Iron Double Wall Brackets.
- Malleable Cast Iron Saddles.
- Terra Cotta Caps or Stoppers.
- Tiles, *Economic and Tesselated (common)*.
- Tiles (*Roofing*), iron, painted, galvanized, or enamelled.
- Timber and Deals, actual machine weight.
- Tin Ore.
- Tin Plates.
- Tip Iron, under ½ of an inch.
- Traps, Sink and Stench, iron.
- Tresca.
- Tubes, iron or steel, except electro-coppered or coated with brass.
- Valonia.
- Valves, Gas or Water, iron or steel.
- Vegetables, in brine.
- Vegetables, desiccated, for cattle food.
- Vinegar, in casks.
- Wagon Bodies, in pieces, bound together.
- Washing Powder and Paste.
- Weights, iron.
- Wheelbarrows, in parts.
- Wheels, Cart and Plough, iron or steel.
- Wheels, Fly and Spur.
- Wheels, Wheelbarrow, iron or steel.
- White Lead.
- Winches, Hand.
- Window Guards, iron.
- Wire, iron, tinned or galvanized.
- Wood.
- Wooden Blocks, for paving.
- Wood Fibre, in bales.
- Yellow Metal Plates and Sheathing.
- Zinc Ingots or Plates.
- Zinc-White, or Oxide of Zinc.
- Merchandise comprised in Classes A, B and C of the Classification if sent in quantities of less than Two Tons.

CLASS 2—(continued).

Madders.	Rain Water Pipes, for Spoutings and their connections, cast iron.	Steel, Bars and Bundles.
Margarine, in casks or boxes, or in tubs with wooden lids.	Raisins.	Stone, carved, for building purposes except otherwise herein provided.
Millstones, finished.	Reed Webbing, for Ceilings.	Sugar Mills.
Mineral and Aërated Waters.	Rolls, iron.	Tamarinds.
Mordant Liquors (including Alum Liquor, Dyeing Liquor, and Red Liquor).	Ropes.	Tapioca.
Nails, zinc.	Sacks.	Tapioca Flour.
Netting, of iron wire.	Sad Irons.	Tarpanlings.
Nickel Ore.	Safes, iron or steel.	Timber and Deals, measurement weight.
Nitrate of Copper, in casks.	Sago.	Tin, in blocks, cakes, or ingots.
Nitrate of Iron.	Sago Flour.	Tin foil.
Oils, not dangerous, in casks or iron drums, except otherwise herein provided.	Salammoniac.	Tin Liquor.
Oranges.	Scrap Tin.	Tobacco Juice, in casks.
Orchilla Weed.	Scrap Zinc.	Tobacco Stoves or Presses.
Osters, Twigs, and Willows, brown.	Screw Propellers and Blades.	Tools, Wellboring and Pitboring.
Paints, in casks or iron drums, or in tins packed in cases.	Screws.	Torchwick.
Pears.	Seaweed (dry), or Alga Marina.	Tow Waste, for Paper-making.
Pelts.	Semolina.	Tubes, electro-coppered.
Pewter.	Ships' Frames, Stern or Rudder.	Tubes, coated with brass.
Pickaxes.	Ships' Masts.	Tubes (Steam), brass or copper.
Picker Bends.	Ships' Ventilators.	Turmeric.
Piston Rods, steel.	Shoddy.	Umbrella Sticks, in the rough.
Pit Cages.	Shoemakers' Wax.	Vegetable Wax.
Plough Bodies, Breasts, Colters, Side-Caps, Frames, and Rests, iron or steel.	Shot, lead.	Vegetables, except otherwise herein provided.
Plough Shafts, tube iron or tube steel.	Shumac Liquor.	Vices, iron or steel.
Plumbago.	Silicate Cotton or Slag Wool.	Walking Sticks, in the rough.
Polishing Paste.	Sinks, cast iron, not enamelled.	Walnuts, green, and Husks.
Pork, in brine.	Size, except otherwise herein provided.	Washers, leather.
Poultry Pens (wire), folded.	Slate Pencils.	Weighing Machines, large (those used for Weighing Railway or other Vehicles, and also Cattle).
Preserves (Fish, Fruit, Meat, and Provisions), except otherwise herein provided, in casks, boxes, or cases.	Slates, Writing.	Window Shutters, iron or steel.
Pumps and Pump Castings, in cases.	Spade Trees.	Wire, iron, except otherwise herein provided.
Railway Carriage Bodies.	Spades and Shovels, iron or steel.	Wire, steel, not bright, not needle.
Railway Wagon Bodies, fitted together.	Spelter Sheets, except otherwise herein provided.	Wood, Bent, rough, unfinished.
	Spetches.	Wool, except otherwise herein provided.
	Spile Pegs.	Yellow Metal Bolts and Nails.
	Spoutings and Connections, iron or steel.	Zinc Bars.
	Stable Fittings (except enamelled), iron or steel.	Zinc Sheets or Ridges.
	Stannite of Potash.	
	Stannite of Soda.	
	Steam Excavators or Steam Navvies.	

CLASS 3.

Applicable to consignments exceeding 560 lbs. in weight.

<p>Ale Coolers. Almonds. American or Leather Cloth. Angelica Root. Aniseed. Anthracene, <i>Crude</i>. Argols or Tartars. Arsenic Acid. Ash Pans. Axl Blades. Bacon and Hams, <i>cured, except otherwise herein provided</i>. Baking Powder. Baths. Bayonets. Bed Keys. Bedsteads. Bees' Wax. Bellows Pipes. Belting, <i>for Machinery</i>. Bichrome and Bichromate of Potash, <i>except otherwise herein provided</i>. Bicycle Stands, <i>wrought iron</i>. Bins, <i>Corn or Wine</i>. Bits, <i>iron or steel</i>. Blankets. Blanks, <i>Bronze and Copper, for Stamping for Coins</i>. Blowing Engines. Blow Pipes. Blue Powder and Stone. Boards, <i>Parquet Flooring</i>. Bobbins. Bolts, <i>Door</i>. Boots, including Goloshes, and Leather cut into boot shapes, in <i>casks, cases, or boxes</i>. Boric Acid. Bottle Jacks. Bottles, <i>glass, except otherwise herein provided</i>. Bowls, <i>iron or wood</i>. Box or Italian Irons. Brands, <i>iron or steel</i>. Broom and Brush Heads, <i>except otherwise herein provided</i>. Buckets and Pails. Buckles, <i>iron, steel, or brass</i>. Buliet Moulds. Bunks, <i>wooden, horn, or steel</i>. Butter, in <i>crocks in wood, or in crocks when packed with straw in baskets</i>. Buttons (<i>except Gold, Silver, or Plated</i>).</p>	<p>Calicoes. Calipers. Candlesticks, <i>brass or iron</i>. Candlewick. Canvas. Carbon Candles, <i>for Electric Lighting</i>. Carbonate of Ammonia, in <i>cases</i>. Cardboard. Carraway Seed. Carriage and Foot Warmers. Carriage and Cart Steps. Cartridge Cases, <i>except otherwise herein provided</i>. Castings, <i>brass</i>. Castings, <i>steel, except otherwise herein provided</i>. Castings (<i>iron</i>), <i>Light, except otherwise herein provided</i>. Cellarets, <i>wrought iron</i>. Chains, <i>Curb or Door</i>. Cheese. Cheese Presses. Chemicals (<i>not dangerous, corrosive, or explosive</i>), in <i>casks, iron drums, bales, or bags</i>. Chimney Pieces, <i>Marble or Slate</i>. Cinder Sifters. Cinnabar Ore. Clasps, <i>Book, Bost, and Belt (except Gold, Silver, or Plated)</i>. Clock Dials. Clogs, in <i>casks, cases, or boxes</i>. Clothing for Soldiers, Police, Prison Warders, Railway Porters, Postal, and Telegraph (<i>except Busbies or Helmets</i>). Coach Wrenches. Cocoa Nut Fibre, Husk, Shell, or Matting. Cocoa Nuts. Codilla. Coffin Furniture, <i>Metallie</i>. Coin, <i>Copper or Bronze</i>. Collars, <i>Dog</i>. Collars, <i>Rush, for Horses</i>. Colliery Pulleys. Colours, in <i>cans, hampers, boxes, or iron bottles</i>. Combs. Copying Presses. Coquilla Nuts. Cordials, in <i>casks or cases</i>. Coriander Seed. Corkscrews.</p>	<p>Cork Shavings or Cuttings. Corkwood. Corozo Nuts. Cotton and Linen Goods, in <i>bales, boxes, cases, packs, or trusses, except otherwise herein provided</i>. Cummin Seed. Curry Combs. Delta Metal. Dies and Die Stocks. Dishes, <i>iron or wood</i>. Dripping, in <i>crocks in wood, or in tubs or tins without lids</i>. Druggoting. Drugs, in <i>casks, bales, or bags</i>. Drysalteries, in <i>casks</i>. Dust Pans. Dust Preventers. Dutch Metal and Leaf. Earth Closets. Elastic Webbing. Electric Batteries. Eyelets. Felt. Fenders, in <i>crates</i>. Fenders, <i>Kitchen, iron or steel</i>. Ferrules, <i>iron, steel, or brass</i>. Filters, <i>earthenware</i>. Fire Escapes. Fire Guards, <i>wire</i>. Fire Irons. Fish— Herrings and Sprats, in <i>any state, except otherwise herein provided</i>. Crabs. All other fish, <i>partially cured, smoked, or dried</i>. Flax. Flax Seed, <i>for sowing</i>. Flax Waste, <i>except otherwise herein provided</i>. Flocks. Floor Cloth, including <i>Oil Cloth, Boultonikon, Kamptulikon, and Linoeum</i>. Forges, <i>Portable</i>. Forks, <i>Digging</i>. Forks and Spoons, <i>Metal (except Gold, Silver, or Plated)</i>. Furniture Vans, <i>empty</i>. Gas Fittings, in <i>parts, except brass and copper tubing</i>. Gas Meters. Ginger, <i>except otherwise herein provided</i>.</p>
--	---	---

CLASS 3—(continued).

Gins (Wheels with Frames for hoisting purposes).	Lawn Mowers, packed.	Paper.
Glass Beads.	Lead Pencils.	Paper Hangings.
Glass, Crown.	Leather, except otherwise herein provided.	Pastebord.
Glass, Flint, except otherwise herein provided.	Lemon and Lime Juice.	Patten Rings.
Glass, Plate, rough.	Life Buoys.	Pattens, in casks, cases, or boxes.
Glue.	Lime Water, except otherwise herein provided.	Pearl Shells.
Glycerine, in casks or iron drums.	Lincrusta.	Penholders, Wood or Metal (except Gold, Silver, or Plated).
Goatskins.	Linen Waste, except otherwise herein provided.	Pepper.
Gooseberries.	Liquorice.	Percussion Caps (uncharged).
Granite, polished or dressed.	Locks and Keys.	Petroleum Grease, or Petroleum Jelly.
Gridirons.	Macaroni.	Pickles.
Grindery.	Machines, fitted up, packed, except otherwise herein provided.	Pins, Metal.
Gums.	Magnesia.	Plates (Door).
Gun Locks and Gun Furniture.	Magnets.	Plates, iron, enamelled.
Gun Stocks.	Marble, packed, and in slabs cemented together.	Plants, not in pots, except otherwise herein provided.
Gun Wads.	Margarine, in corks in wood, or in corks when packed with straw in baskets.	Powder Flasks.
Gutta Percha, raw.	Marqueses or Tents.	Preserves (Fish, Fruit, Meat, and Provisions), except otherwise herein provided, in crates or baskets.
Hair, for manufacturing purposes.	Mastic.	Printed Matter, not bound.
Hair Cloth.	Matchettes.	Pulley Blocks.
Hames.	Mats and Matting, except otherwise herein provided.	Pulleys.
Hammer Heads.	Medals, brass or copper.	Pumps and Pump Castings, except otherwise herein provided.
Hammers (not steam).	Military Ornaments (except Gold, Silver, or Plated).	Quicks, except otherwise herein provided.
Handcuffs.	Milk.	Rabbit Fur, or Hatters' Wool.
Handles, chest and saucepan.	Millboards.	Rags, pulled.
Hassocks.	Mops.	Railway Cards and Tickets.
Hay Forks.	Mortars and Pestles, iron or steel.	Railway Carriage Keys.
Hay Rakes, hand.	Moss, packed.	Railway Waggon Brasses.
Hemp.	Mustard.	Reels, for Garden Hose.
Herbs, green.	Nails and Rivets, brass or copper.	Refrigerators.
Hides.	Netting, Cotton and Twine.	Rennett.
Hinges, brass.	Nickel.	Rick Poles and Covers.
Hoofs, Horns, and Horn Tips, Buffalo, Cow, Goat, Ox, and Sheep, except otherwise herein provided.	Nitrate of Baryta.	Road Scraping and Road Sweeping Machines.
Hooks, Boot, Button, Hat, Coat, Ceiling, and Reaping.	Nut Crackers (except Gold, Silver, or Plated).	Rock Crystal.
Hooks, Clip, galvanized iron.	Nuts, except otherwise herein provided.	Rugs, Hearth, except Skin.
Hooks and Eyes.	Oars.	Saddle-trees.
Hurdles, iron or steel, on wheels.	Ornaments for Uniform Clothing (except Gold, Silver, or Plated).	Sauces.
Jews' Harps.	Ornaments for Saddlery, brass, iron, or steel.	Seale Easms and Soales.
Juniper Berries.	Oasers, Twigs, and Willows, white or stained.	Scoops, iron or wood.
Kips.	Oxalic Acid.	Screw Jacks (except iron).
Kitchen Fireplace Stands.	Paints, in cans, hampers, boxes, or iron bottles.	Screws, iron, brass, copper, or zinc.
Knobs (Range), iron or steel.	Pans, Chemical and Dye, iron or steel.	Screws, Table-expanding.
Knobs (Door).	Pans, Earthenware or Iron, for sanitary purposes.	Scythe Blades.
Knockers (Door).		Scythe Sneds or Handles.
Ladies (not Puddlers'), iron.		Scythes.
Lamp Black.		Sealing Wax.
Lamp Chimneys (glass).		Seaweed, edible.
Lamp Frames (street).		Shafts (cart).
Lamp Reflectors, enamelled iron.		Shavings (wood).
Lamp Wick.		Shears, Garden and Sheep.
Lard, in corks in wood, or in tins or tins without lids.		Shoepakins.
Latches (Door).		Sheet Steel.
Lavatory Stands and Basins, earthenware, complete, enamelled.		

CLASS 3—(continued).

Stellas.
 Shells.
 Ships' Blocks.
 Ships' Logs, *Metal*.
 Ships' Sails, *finished*.
 Shoe Horns and Pegs.
 Shoes, including Goloshes, and
 Leather cut into Shoe Shapes, in
 casks, cases, or boxes.
 Shot Belts.
 Show Tablets, *Metal, enamelled*.
 Shutters, *Revolving, wooden*.
 Shuttles (*Weavers'*).
 Silver Ore.
 Sinks, *enamelled*.
 Skates.
 Stewers, *iron or wood*.
 Skins, *Hare and Rabbit*.
 Slate Slabs.
 Snuffers, *iron or steel*.
 Spanners.
 Spirits, *in casks or cases*.
 Spittoons, *iron*.
 Splints, *wood, for Matches*.
 Spring Balances.
 Springs, *Chair, Sofa, Mattress, Door,*
 Carriage, Cart, or Tramcar.
 Stable Fittings and Mangers, *iron,*
 enamelled.
 Stair Rods.
 Staples (*Wire*), *not for Bookbinders*.
 Starch.
 Stationery, *except otherwise herein*
 provided.
 Steelyards.
 Stills, *iron*.
 Stirrups.
 Stone Blue.

Stoves, *Gas or Oil*.
 Strawboards.
 Strickles.
 Sugar (*Lump*).
 Sugar Nippers (*except Gold, Silver,*
 or Plated).
 Syringes (*Garden*).
 Syrup, *in cases, in tins in baskets, or*
 in stone bottles packed in crates or
 hampers.
 Tacks.
 Talc.
 Taper Holders, *Metal*.
 Taps, *brass or wood*.
 Tea.
 Terrets.
 Thimbles (*except Gold, Silver, or*
 Plated).
 Tips, *Brassed (for Boot Heels)*.
 Toasting Forks, *iron or steel*.
 Tobacco Boxes, *Metal*.
 Tobacco Juices, *except otherwise*
 herein provided.
 Tobacco, *Leaf*.
 Tools, *Carpenters', Coopers', Edge,*
 Joiners', and Masons'.
 Tow.
 Tow Waste, *except otherwise herein*
 provided.
 Traps, *Vermin*.
 Traps, *Sink, brass or copper*.
 Trays, *iron or steel*.
 Trivets, *iron or steel*.
 Troughs, *Bakers', wooden*.
 Troughs, *Cattle and other, iron or*
 steel.
 Trouser-stretchers, *iron or steel*.
 Towels.

Tubs, *iron or wood*.
 Tubs, *washing*.
 Tug Irons.
 Turnery Ware.
 Twine.
 Type.
 Umbrella Fittings.
 Umbrella Stretchers.
 Valves, *brass*.
 Varnish.
 Vaseline.
 Vegetable Ivory.
 Vermicelli.
 Vinegar, *except otherwise herein*
 provided.
 Warming Pans.
 Washers, *brass or copper*.
 Wash Leather.
 Water Meters.
 Weighing Machines, *small (those*
 used for weighing packages and
 goods).
 Weights, *brass*.
 Wheelbarrows.
 Whetstones.
 Winches, *Steam*.
 Window Frames, *iron*.
 Wines, *in casks or cases*.
 Wire, *copper or brass*.
 Wire, *iron, dipped in a solution of*
 copper.
 Wood, *bent, except otherwise herein*
 provided.
 Wool, *dressed or carded*.
 Yarns, *Twist, and Weft (except*
 Silk).
 Yellow or Persian berries.

CLASS 4.

Applicable to consignments exceeding 560 lbs. in weight.

<p>Agricultural Machines and Imple- ments, <i>except otherwise herein provided.</i></p> <p>Alabaster.</p> <p>Algerian Fibre, <i>except otherwise herein provided.</i></p> <p>Alumina.</p> <p>Aloes.</p> <p>Anatto.</p> <p>Asparagus.</p> <p>Bacon and Hams, <i>fresh or green.</i></p> <p>Bags, <i>Leather.</i></p> <p>Bee Hives (<i>Straw or Wooden</i>).</p> <p>Beer Engines.</p> <p>Bellows.</p> <p>Bells.</p> <p>Blinds, <i>Venetian and Chain.</i></p> <p>Boilers, <i>Copper.</i></p> <p>Books.</p> <p>Bristles.</p> <p>Bronze Powder.</p> <p>Brooms and Brushes.</p> <p>Bungs and Corks.</p> <p>Butter, in <i>baskets, flats, or hampers, or in tubs or casks without lids.</i></p> <p>Cases and Battsans.</p> <p>Caps, <i>Men's or Boys' (except Silk).</i></p> <p>Caravans (<i>Shoemen's or Hawkers'</i>), and Vans containing Steam Roundabouts.</p> <p>Carbolic Acid, <i>Solid.</i></p> <p>Cardamoms.</p> <p>Carpeting.</p> <p>Cattle Cribes.</p> <p>Chaff, <i>except otherwise herein pro- vided.</i></p> <p>Chairs and Seats, <i>Garden.</i></p> <p>Chimney Pieces, <i>metal, unpacked.</i></p> <p>Chimney Tops, <i>iron or zinc.</i></p> <p>China Grass, <i>except otherwise herein provided.</i></p> <p>Cisterns.</p> <p>Citric Acid.</p> <p>Clocks, <i>Turret and Church.</i></p> <p>Clogs, <i>except otherwise herein pro- vided.</i></p> <p>Clothing (<i>exclusive of Silk Goods</i>), <i>except otherwise herein provided.</i></p> <p>Coal Scuttles.</p> <p>Cobalt.</p> <p>Confectionery.</p> <p>Corn Crushers.</p> <p>Cricket Implements.</p> <p>Croquet Implements.</p> <p>Crystallised Fruit.</p>	<p>Curtains (<i>Cotton Lace</i>).</p> <p>Cutlery.</p> <p>Dripping, in <i>bladders.</i></p> <p>Drysalteries, <i>except otherwise herein provided.</i></p> <p>Dye Extracts.</p> <p>Dyes, <i>except otherwise herein pro- vided.</i></p> <p>Earthenware, <i>except otherwise herein provided.</i></p> <p>Eggs.</p> <p>Electric Cable.</p> <p>Emery Rollers.</p> <p>Emery Wheels.</p> <p>Esparto (or Spanish Grass), <i>except otherwise herein provided.</i></p> <p>Fire Engines.</p> <p>Fish—</p> <p>Fresh Cod, Coal, Ling, Haddocks, Whiting, Skate, Flounders, Hake, Mackerel, Plaice, Hal- but, Bass, Bream, Catfish, Codlings, Dogfish, Guardfish, Gurnet, Lance Fish, Maids, Pilchards, Pollack, Shad, Thornbacks, Witches, Dats, and Lemon Soles.</p> <p>Eels.</p> <p>Oysters, Lobsters.</p> <p>Shell Fish, <i>except otherwise herein provided.</i></p> <p>Fish Hooks.</p> <p>Flannel.</p> <p>Flower Roots.</p> <p>Frilling Machines, in <i>parts, packed.</i></p> <p>Fruit, <i>except otherwise herein pro- vided.</i></p> <p>Furniture, in <i>Vans, Carts, or Road Waggons.</i></p> <p>Gelatine.</p> <p>Glass, <i>Plate, not silvered.</i></p> <p>Glass-house Pots.</p> <p>Gold Size.</p> <p>Golf Clubs.</p> <p>Grates, Ovens, Ranges, or Stoves, <i>polished.</i></p> <p>Gravestones or Tombstones.</p> <p>Gun Barrels.</p> <p>Guns.</p> <p>Gutta-Percha Goods.</p> <p>Haberdashery.</p> <p>Handmills.</p> <p>Harness.</p> <p>Hat and Umbrella Stands, <i>cast iron.</i></p> <p>Hats, <i>soft felt.</i></p>	<p>Hats, <i>rush.</i></p> <p>Hawkers' Packs and Trusses.</p> <p>Hay, <i>except otherwise herein provided.</i></p> <p>Hollow-ware, <i>iron, including Kettles.</i></p> <p>Pans, Maslins (<i>pots for boiling fruit</i>), and Water Cans.</p> <p>Honey.</p> <p>Hose, <i>leather and canvas.</i></p> <p>Hosiery.</p> <p>India Rubber, <i>raw.</i></p> <p>India Rubber Goods.</p> <p>Ink.</p> <p>Japanned Ware.</p> <p>Kilting Machines, in <i>parts, packed.</i></p> <p>Knitting Machines, in <i>parts, packed.</i></p> <p>Lac.</p> <p>Laces, <i>Boot or Stay.</i></p> <p>Lamps.</p> <p>Lard, in <i>bladders.</i></p> <p>Lawn Tennis Implements.</p> <p>Lawn Mowers, <i>not packed.</i></p> <p>Lithographic Stones.</p> <p>Machinery, in <i>parts, not packed, ex- cept otherwise herein provided.</i></p> <p>Machines, <i>fitted up, not packed, ex- cept otherwise herein provided.</i></p> <p>Margarine, in <i>baskets, flats, or hampers, or in tubs without lids.</i></p> <p>Mattresses.</p> <p>Meat, <i>Fresh.</i></p> <p>Meat Pies.</p> <p>Meat Safes.</p> <p>Megass, <i>except otherwise herein pro- vided.</i></p> <p>Mexican Fibre, <i>except otherwise herein provided.</i></p> <p>Mushrooms.</p> <p>Needles.</p> <p>Oils, <i>not dangerous, in cans, jars, and in bottles in casks or boxes, except otherwise herein provided.</i></p> <p>Oleic Acid.</p> <p>Palmetto Leaf, <i>except otherwise herein provided.</i></p> <p>Pans, <i>Copper.</i></p> <p>Parian.</p> <p>Pattens, <i>except otherwise herein pro- vided.</i></p> <p>Patterns, <i>Wood, for castings.</i></p> <p>Pens, <i>steel.</i></p> <p>Pianoforte plates.</p> <p>Piassava, <i>except otherwise herein pro- vided.</i></p> <p>Pipes, <i>brass and copper.</i></p> <p>Pipes, <i>Smoking.</i></p>
--	---	---

CLASS 4—(continued).

Pistols.
 Printing Machines, in parts, packed.
 Plated Goods.
 Poultry, dead.
 Preserved Ginger.
 Preserves (Fish, Fruit, Meat, and Provisions), except otherwise herein provided, in jars, packed.
 Provender, Horse or Cattle, except otherwise herein provided.
 Rabbits, dead.
 Raspberries.
 Rides.
 Rollers, Type Printers'.
 Saddlery.
 Sausages and Saveloys.
 Seal Skins.
 Seeds, except otherwise herein provided.
 Sewing Machines, in parts, packed.
 Sewing Machine Stands.
 Shafts, Gig, Carriage, or Dog Cart.
 Sheep Racks.
 Shirts, Cotton and Linen.
 Show Cards.
 Shrubs and Trees, except otherwise herein provided.

Skins, fine, including Deer, Fox, Kid, Musquash, and Nutria.
 Slate Beds of Billiard Tables.
 Snuff.
 Spades and Shovels, wooden.
 Spindles.
 Stag Horns.
 Stays, Cotton.
 Steam Gages.
 Stereotype Casts.
 Still, copper.
 Stone, decorative, carved (for decorating the interior of Buildings).
 Stoves, Fire Clay Tile.
 Straw, except otherwise herein provided.
 Strawberries.
 Swing Boats and Hobby Horses.
 Tables, cast iron or cast steel.
 Tanks.
 Tartaric Acid.
 Tiles, Art.
 Tin Crystals.
 Tobacco, manufactured, except Cigars and Cigarettes.

Tomatoes.
 Toys.
 Tubes, tin and zinc.
 Tubing, brass or copper, except Steam Tubes.
 Umbrellas.
 Umbrella Sticks, except otherwise herein provided.
 Vans (Commercial Travellers').
 Vats.
 Veneers.
 Venison.
 Verdigris.
 Walking Sticks, except otherwise herein provided.
 Warps (except Silk).
 Whalebone.
 Wheels, Cart, Coach, and Carriage.
 Wheels, Rudder or Steering.
 Wire, bright or needle.
 Wire, insulated.
 Wire Gauze.
 Woollen and Worsted Goods, except otherwise herein provided.
 Yeast.

CLASS 5.

Applicable to consignments exceeding 560 lbs. in weight.

Acetic or Wood Acid, *except otherwise herein provided.*

Albomen.

Aluminium.

Amber.

Ammonia, *liquid, except otherwise herein provided.*Anthraxone, *except otherwise herein provided.*

Apricots.

Aquaria, *glass.*

Artificial Flowers.

Bagatelle Tables.

Bark, *not for Tanning.*

Barometers.

Baskets, *except otherwise herein provided.*

Bath Chairs.

Beadings and Mouldings, *gilt, lacquered, or enameled.*

Beds and Bedding.

Bicycles.

Billiard Tables.

Bird Cages.

Bismuth.

Blas, *Laundry, liquid.*

Boats and Canoes.

Boots, including Goloshes, and Leather cut into Boot Shapes, *except otherwise herein provided.*Boxes, *except otherwise herein provided.*Butter, in crocks, *except otherwise herein provided.*Carbolic Acid, *liquid, except otherwise herein provided.*

Cards for Carding Machines, and for Weaving.

Carriage Bodies, *except otherwise herein provided.*Chairs and Seats, *except otherwise herein provided.*

Chandeliers and Gasaliers.

Chemicals (not dangerous, corrosive, or explosive), *except otherwise herein provided.*

China.

Cigars and Cigarettes.

Cinnamon.

Clocks, *except otherwise herein provided.*

Clock Cases.

Cloves.

Cochineal.

Coffins.

Colours, in jars.

Conservatories and Hothouses, in parts.

Cordials, *except otherwise herein provided.*

Crape.

Crucibles, *except otherwise herein provided.*Dripping, in crocks, *except otherwise herein provided.*Drugs, *except otherwise herein provided.*

Dyes, in glass carboys.

Empty Cases, Casks, Crates, Ham-

pers, and other Empties, *except otherwise herein provided.*

Engravings.

Evergreens.

Extract of Meat.

Feathers.

Fenders, *except otherwise herein provided.*Figures, Casts or Ornaments, *Alabaster, Bronze, Plaster, Stucco, or Terra Cotta.*Figures, Flowers, and Heads, *sculpt.*Fish, *fresh, of all descriptions, except otherwise herein provided, including Prawns and Shrimps.*

Flowers, cut.

Frilling Machines, *fitted up, packed.*Fruit, *Hothouse.*

Furniture.

Furs.

Game.

Glass, *Plate, silvered.*Glass, *Stained.*Globes, Moons, or Shades, *glass.*

Gloves.

Glycerine, *except otherwise herein provided.*

Grapes.

Hair, *for Head-dressing.*Hat and Umbrella Stands, *wood.*Hats, *except soft felt and rush.*

Hops.

Horses, *dead.*

Indigo.

Isinglass.

Ivory, *except otherwise herein provided.*

Jet.

Kilting Machines, *fitted up, packed.*Knitting Machines, *fitted up, packed.*

Lace.

Lard, in crocks, *except otherwise herein provided.*

Looking Glass Frames.

Looking Glasses and Mirrors, *glass.*Lustres and Vases, *glass.*

Magnesium Metal.

Maps.

Margarine, in crocks, *except otherwise herein provided.*Match Boxes, *empty.*

Millinery.

Moss, *except otherwise herein provided.*

Musical Instruments.

Muslins.

Nectarines.

Nitrate of Copper, in jars or stone bottles, covered with wicker basket work.

Nutmegs.

Optical Instruments.

Organs and Organ Work.

Paints, in jars.

Panoramas and Theatrical Scenery.

Papier Maché Goods.

Parchment.

Peaches.

Perambulators, *complete or in parts.*

Perfumery.

Picture Frames.

Pictures.

Pine Apples.

Plaiting Machines, *fitted up, packed.*

Plants and Shrubs, in baskets, mats, pots, or tubs.

Plush, *Silk.*

Porcelain.

Portmanteaus.

Quicksilver.

Quills.

Reeds and Rushes.

Reflectors, *glass, with metal backs.*Retorts, *glass.*

Ribbons.

Rocking Horses.

Rollers, *brass or copper.*Seal Skins, *mats into articles of wearing apparel.*Sewing Machines, *fitted up, packed.*Shoes, including Goloshes, and Leather cut into Shoe shapes, *except otherwise herein provided.*

EAST LONDON RY.

16

CLASS 5—(continued).

Show Cases for Shops, glass and
woodwork.
Sils.
Silver Precipitate.
Skins, except otherwise herein pro-
vided.
Sponges.
Stave Goods, including Straw Hats
and Straw Bonnets.
Stave Plait.
Summer Houses.
Surgical Instruments.
Tanks.

Telegraph Instruments.
Telephone Apparatus.
Telescopes.
Thermometers.
Tinware.
Tortoiseshell.
Tricycles and Velocipedes.
Trunks.
Turtle.
Ultramarine.
Velvet and Velveteen.
Ventilators, except otherwise herein
provided.

Watch Glasses.
Wines, except otherwise herein pro-
vided.
Woodwork, carved (for decorating the
interior of Buildings).
Woodwork, for the manufacture of
Pianos.
Yolk of Eggs.

And, subject to the provisions of the
Railway and Canal Traffic Act,
1888, all articles, matters, and
things not hereinbefore classified,
and not being of an explosive
or dangerous character.

SCHEDULE

OF

MAXIMUM RATES AND CHARGES

SUBMITTED BY THE

EAST LONDON RAILWAY COMPANY,

PURSUANT TO THE "RAILWAY AND CANAL TRAFFIC ACT, 1888."

GENERAL CONDITIONS.

1. In this Schedule unless the context otherwise requires :—

The term "the Company" means the East London Railway Company :

The term "the Railway" includes :—

(a) All Railways owned solely by the Company :

(b) All Railways leased to or worked by the Company solely, so long as any such lease or working shall continue :

The term "Merchandise" includes all goods (other than those of an explosive or dangerous nature), cattle, live stock, and animals :

The term "the Classification" means the Classification of goods and minerals annexed to this Schedule :

The term "Trader" includes any person sending, receiving, or desiring to send Merchandise by the Railway :

The term "Terminal Station" means a place at which the Company have provided accommodation for receiving or delivering Merchandise from or to Traders, but does not include a junction between the Railway and a siding not belonging to the Company.

The term "Large Towns" means and includes the following place on the Railway, and any other places on the Railway which may from time to time be added thereto by the authority of Parliament (that is to say) :—

London (including the places on the Railway certified by the Board of Trade, or which the Board of Trade may from time to time certify, to be within an Urban District under the provisions of the Cheap Trains Act, 1883, as regards the Company).

2. In this Schedule the maximum rates and charges proposed to be authorised are divided as follows :—

- (1.) MAXIMUM RATES FOR CONVEYANCE.
- (2.) MAXIMUM STATION TERMINALS.
- (3.) MAXIMUM SERVICE TERMINALS.
- (4.) SPECIAL CHARGES.

- (1.) Maximum rates for conveyance include the charge for the conveyance of Merchandise by merchandise train along the Railway, and, except as hereinafter specified, the provision of trucks for that purpose. The provision of trucks is not included in the maximum rates applicable to :
 - (i.) All Merchandise comprised in Class A :
 - (ii.) The following Merchandise comprised in Class B, viz., lime, limestone, clay, or sand in bulk, gas purifying refuse, night soil, salt :
 - (iii.) The following Merchandise comprised in Class C, viz., coal tar creosote, coal tar, gas tar, gas water.
- (2.) Maximum Station Terminals include the charge for accommodation (but excluding coal drops) at Terminal Stations provided by the Company for dealing with Merchandise as carriers thereof, before or after conveyance, together with such services as are necessarily rendered to all descriptions of Merchandise without exception, including a share of general charges and office expenses ; shunting and marshalling of trucks ; and in the provision of engines, horses, labour, machinery, plant, and stores used in the services referred to in this sub-section.
- (3.) Maximum Service Terminals include the charges for labour of servants of the Company in loading and unloading ; covering and uncovering Merchandise ; the share of general charges and office expenses specially attributable to the classes of Merchandise in respect of which a service terminal is authorised ; and in the provision of machinery, plant, stores, and sheets used in the services referred to in this sub-section.
- (4.) Special Charges include charges under the following heads for accommodation or services not necessarily rendered to all

traders or descriptions of Merchandise. These charges must be reasonable in amount, and, except under head (j), must, in case of difference, be determined by the Railway Commissioners:—

- (A.) Charges in respect of wharf accommodation provided by the Company, and special services rendered by the Company in respect of loading or unloading into or out of vessels or barges:
- (B.) Accommodation provided by the Company at or in connection with sidings not belonging to the Company, and in respect of the delivery and reception of Merchandise to and from such sidings:
- (C.) Collection or delivery of Merchandise:
- (D.) Weighing Merchandise for the convenience or at the request of any Trader:
- (E.) The use of trucks, or the use or occupation of any accommodation included in the station terminal beyond such period before or after conveyance as shall be reasonably necessary for enabling the Company to deal with Merchandise as carriers thereof and in respect of services rendered in connection with such occupation:
- (F.) The supply and use of sheets:
- (G.) Loading or unloading, covering or uncovering Merchandise included in Class A or Class B of the Classification:
- (H.) The conveyance by passenger trains of such Merchandise as the Company may agree to convey by such trains:
- (I.) The provision and use of trucks, when provided by the Company, for the conveyance of Merchandise, when such charges are not included in the maximum rates, not exceeding the following sums:—For distances not exceeding 50 miles, 6*d.* per ton; for distances exceeding 50 miles, but not exceeding 150 miles, 1*s.* per ton; for distances exceeding 150 miles, 1*s.* 3*d.* per ton.

3. The following provisions and regulations shall be applicable to the fixing of all rates and charges for Merchandise traffic under this Schedule:—

- (i.) In calculating the distance along the Railway for the purpose of the maximum rates for conveyance of any Merchandise, the Company shall not include any portion of their Railway which may in respect of that Merchandise be the subject of a charge for station terminal:

traders or descriptions of Merchandise. These charges must be reasonable in amount, and, except under head (i), must, in case of difference, be determined by the Railway Commissioners:—

- (A.) Charges in respect of wharf accommodation provided by the Company, and special services rendered by the Company in respect of loading or unloading into or out of vessels or barges :
- (B.) Accommodation provided by the Company at or in connection with sidings not belonging to the Company, and in respect of the delivery and reception of Merchandise to and from such sidings :
- (C.) Collection or delivery of Merchandise :
- (D.) Weighing Merchandise for the convenience or at the request of any Trader :
- (E.) The use of trucks, or the use or occupation of any accommodation included in the station terminal beyond such period before or after conveyance as shall be reasonably necessary for enabling the Company to deal with Merchandise as carriers thereof and in respect of services rendered in connection with such occupation :
- (F.) The supply and use of sheets :
- (G.) Loading or unloading, covering or uncovering Merchandise included in Class A or Class B of the Classification :
- (H.) The conveyance by passenger trains of such Merchandise as the Company may agree to convey by such trains :
- (I.) The provision and use of trucks, when provided by the Company, for the conveyance of Merchandise, when such charges are not included in the maximum rates, not exceeding the following sums:—For distances not exceeding 50 miles, 6*d.* per ton ; for distances exceeding 50 miles, but not exceeding 150 miles, 1*s.* per ton ; for distances exceeding 150 miles, 1*s.* 3*d.* per ton.

3. The following provisions and regulations shall be applicable to the fixing of all rates and charges for Merchandise traffic under this Schedule:—

- (i.) In calculating the distance along the Railway for the purpose of the maximum rates for conveyance of any Merchandise, the Company shall not include any portion of their Railway which may in respect of that Merchandise be the subject of a charge for station terminal :

- (iii.) For any distance not exceeding four miles, the Company may demand and receive the rates for conveyance authorised by this Schedule as for four miles :
- (iv.) For any quantity in one truck received from or delivered on or at a siding not belonging to the Company, the Company may charge as for a reasonable minimum load, having regard to the nature of the Merchandise conveyed :
- (v.) For a fraction of a ton, in respect of consignments exceeding five hundred and sixty pounds in weight, the Company may charge according to the number of quarters of a ton in that fraction, and a fraction of a quarter of a ton shall be deemed a quarter of a ton :
- (vi.) For a fraction of a mile, the Company may charge according to the number of quarters of a mile in that fraction, and a fraction of a quarter of a mile shall be deemed a quarter of a mile :
- (vii.) For a fraction of a penny in the gross amount of rates and charges in respect of any consignment for the entire distance carried the Company may demand a penny :
- (viii.) Weight (except as to stone and timber when charged by measurement) shall be determined according to the imperial avoirdupois weight :
- (ix.) All stone and timber shall be charged at actual weight, when such weight can be conveniently ascertained :
- (x.) When the actual weight of stone in blocks or timber cannot be conveniently ascertained, fourteen cubic feet of stone in blocks, and forty cubic feet of oak, mahogany, teak, beech, greenheart, ash, elm, birch, hickory, ironwood, baywood, and other heavy timber, and fifty cubic feet of poplar, larch, or other light timber, shall be deemed one ton weight, and so in proportion for any smaller quantity :
- (xi.) Articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, and the like, shall not be deemed small parcels, but such term shall apply only to single parcels in separate packages.

4. Nothing herein contained shall prevent the Company from demanding or receiving increased rates or charges beyond those specified in this Schedule under any agreement with any Trader.

5. Nothing herein contained shall prejudice or affect the tolls or charges which the Company are, under their Acts of Parliament, authorised to demand and receive in respect of the use of their Railway by any company or person or the charges which the Company are authorised to make under any general Act.

PROPOSED MAXIMUM RATES AND CHARGES FOR THE CONVEYANCE OF
MERCHANDISE ON THE RAILWAY.

PART I.—GOODS AND MINERALS.

DESCRIPTION OF MERCHANDISE.	PROPOSED MAXIMUM RATES FOR CONVEYANCE.	PROPOSED MAXIMUM STATION TERMINAL AT EACH END.	PROPOSED MAXIMUM SERVICE TERMINAL AT EACH END.
In respect of Merchandise comprised in the following Classes of the Classification.		At Large Towns, as defined.	At Large Towns, as defined.
	Per ton per mile.	Per ton.	Per ton.
Class A.	3½d.	8d.	—
Class B.	4d.	1s.	—
Class C.	4½d.	1s. 3d.	9d.
Class 1.	5d.	2s.	1s. 6d.
Class 2.	5½d.	2s.	1s. 9d.
Class 3.	6d.	2s.	2s.
Class 4.	7d.	2s.	2s. 9d.
Class 5.	8d.	2s.	3s. 6d.

With a minimum charge of four miles.

PROPOSED MAXIMUM RATES AND CHARGES—continued.

PART II.—LIVE STOCK.

DESCRIPTION.	PROPOSED MAXIMUM RATES FOR CONVEY- ANCE PER ANIMAL.	PROPOSED MAXIMUM STATION TERMINAL AT EACH END.	PROPOSED MAXIMUM SERVICE TERMINAL AT EACH END.	PROPOSED MAXIMUM STATION TERMINAL AT EACH END.	PROPOSED MAXIMUM SERVICE TERMINAL AT EACH END.	PROPOSED MINIMUM CHARGE EXCLUSIVE OF TERMINALS.
	Per head per mile.	Per animal.	Per animal.	Per vehicle.	Per vehicle.	
For every horse, mule, ass, or other beast of draught or burden.	4½ <i>d.</i>	6 <i>d.</i>	6 <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>	1 <i>s.</i>	5 <i>s.</i>
For every ox, cow, bull, or head of neat cattle.	4 <i>d.</i>	6 <i>d.</i>	4 <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>	1 <i>s.</i>	3 <i>s.</i> 6 <i>d.</i>
For every calf, pig, sheep, lamb, or other small animal.	2 <i>d.</i>	2 <i>d.</i>	1½ <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>	1 <i>s.</i>	2 <i>s.</i>
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignor, or for any other sufficient cause.	9 <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>	1 <i>s.</i>	1 <i>s.</i> 6 <i>d.</i>	1 <i>s.</i>	7 <i>s.</i> 6 <i>d.</i>

NOTE.—The Terminal Charges on animals sent by the same person, at a rate calculated per head, and carried in the same vehicle, shall in no case exceed the terminal charges per vehicle.

PROPOSED MAXIMUM RATES AND CHARGES—continued.

PART III.—CARRIAGES.

Description.	Proposed Maximum Rate per mile.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Minimum Charge.
For every carriage of whatever description not included in the classification and not being a carriage adapted for or used for travelling on a Railway, and not weighing more than one ton, carried or conveyed on a truck or platform	6d.	1s. If 1 ton or under in weight... If over one ton, then at the rate per ton with no less charge than as for a quarter of a ton	1s. If 1 ton or under in weight... If over 1 ton, then at the rate per ton with no less charge than as for a quarter of a ton	10s.
For every additional quarter of a ton, or fractional part of a quarter of a ton, which such carriage may weigh	2d.			
For the use of a covered carriage truck for the conveyance of any such carriage	An additional charge of 10s.			

PROPOSED MAXIMUM RATES AND CHARGES—continued

PART IV.—EXCEPTIONAL CLASS AND SERVICES.

Description.	Proposed Charge.
In units of unusual length, bulk or weight, or of exceptional bulk in proportion to weight.	Such reasonable sum as the Company may think fit in each case.
In units requiring an exceptional truck, or more than one truck, or a special train.	
In locomotive Engines and Tenders, and Railway vehicles running on their own wheels.	
In any wild beast, or any large animal not otherwise provided for.	
In gold and bullion, precious stones, quicksilver, nitron, and nitronite.	
In goods of an explosive or dangerous nature.	
In special accommodation or services not otherwise provided for.	

EAST LONDON RY.

25

PROPOSED MAXIMUM RATES AND CHARGES—*continued.*

PART V.—SMALL PARCELS.

Description.	Proposed Charge.
For small parcels not exceeding five hundred and sixty pounds in weight.	Such reasonable sum as the Company may think fit.



R. LACEY,
 SECRETARY,
 EAST LONDON RAILWAY COMPANY,
 London Bridge Station, S.E.

EAST LONDON RAILWAY COMPANY.

REVISED CLASSIFICATION
OF
MERCHANDISE TRAFFIC
AND
REVISED SCHEDULE
OF
MAXIMUM RATES AND CHARGES
APPLICABLE THERETO,
PROPOSED TO BE CHARGED BY THE
EAST LONDON RAILWAY COMPANY.

*Submitted to the Board of Trade in pursuance of the
provisions of the Railway & Canal Traffic Act, 1888.*

WILSON, BRISTOW & CARPMAEL,
1, Copthall Buildings, E.C.,
Solicitors for
The East London Railway Company.

MEMBERS.

Brighton Company—

FREDERICK LANGE, Esq.
JOHN PARES BUCKENSTETH, Esq.

Chatham Company—

SIR SUDNEY H. WATERLOW, Bart.

~~JOHN R. DICKSON, Esq.~~

E. Leigh Pemberton, Esq.

District Company—

JAMES STUART FORBES, Esq.
DR. GEORGE WYLD.

East London Company—

LORD ALFRED S. CHURCHILL.
WALTER R. FARQUHAR, Esq.

Great Eastern Company—

CHARLES H. PARKES, Esq.
LORD CLAUD J. HAMILTON

Metropolitan Company—

HENRY D. POCHER, Esq.
HENRY J. BARRETT, Esq.

South Eastern Company—

SIR EDWARD WM. WATKIN, Bart., M.P.
THE HON. A. E. GATHORNE HARDY, M.P.

MEETINGS.

THE COMMITTEE meets at CANNON STREET HOTEL, at 2.30 p.m., on the Second Wednesday of each month, the dates of which are for

1889.

9th JANUARY.

10th JULY.

13th FEBRUARY.

14th AUGUST.

13th MARCH.

11th SEPTEMBER.

10th APRIL.

9th OCTOBER.

8th MAY.

13th NOVEMBER.

12th JUNE.

11th DECEMBER.

The "Managers" of the Lesser Companies meet at the Committee's offices, at 2.30 p.m., on the Friday immediately preceding each of above-mentioned dates.

J. J. MOYNIHAN,

Secretary & Manager.

GENERAL OFFICES,
22, CANNON ST., LONDON,
December, 1888.

The East London Railway Joint Committee.

Copy 110, Cannon Street.

London. Nov^r 8th 1889
E.C.

Dear Sir,

I beg to inform you that the
next meeting of the Committee is fixed for
2.30. p.m. on Wednesday
next, the 13th Inst. at the Cannon Street
Hotel, and I have the pleasure to enclose copy
of the Agenda of matters then and there to
be considered.

I am, Dear Sir,

Yours faithfully,

for Secretary & Manager

To all,

Secretaries, Managers and
Members of Committee.

Copies
The East London Railway Joint Committee.

110, Cannon Street.

London. 25th Oct. 1889
E.C.

Dear Sir,

Several members of the Joint Committee being unable to attend on Wednesday next, and desiring postponement, Mr. Parkes thinks it will be better to let matters stand over until the 13th Nov^r.

There will, therefore, be no meeting on Wednesday next.

Meantime, the arrangement provisionally made for Secretaryship and Management will continue.

Formal notice of meeting, and copy of Agenda will be duly sent to you.

I am, dear Sir,

Yours faithfully,

for Secretary & Manager.

Signed. W. W. Marsden

Members of Committee

Secretaries & Managers.

London Railway Joint Committee.
110, Cannon Street.

London, 21st Oct. 1889
E.C.

Dear Sir,

I regret to have to
inform you of the death of
Mr. J. J. Moynihan, after severe
illness, on Friday, the 18th
Instant.

Consequent on the
above, at the request of Mr.
Parkes, I beg hereby to
call a special Meeting of
the Committee for Wednesday,
30th Instant, at 2.30 p.m.,
at Cannon Street Hotel. A
copy of the Agenda will be
forwarded to you.

Under Mr. Parkes'
instructions, I am provisionally
in charge.

I am, dear Sir,
Yours faithfully
for Secretary & Manager
(Signed) W. H. Parsons.

THE EAST LONDON RAILWAY JOINT COMMITTEE.

SPECIAL MEETING.

CARSON STREET HOTEL, LONDON, 26th September, 1889.

PRESENT :

BRIGHTON COMPANY	:	:	:	J. PARKER DICKESTETH, Esq. MR. SABLE.
CHATHAM	11	:	:	SIR SYDNEY H. WATERLOW, Bart.
DISTRICT	11	:	:	MR. POWELL.
EAST LONDON	11	:	:	MR. LACEY.
GREAT EASTERN	11	:	:	CHARLES H. PARKES, Esq. LORD CLAUD J. HAMILTON. MR. MOORE.
METROPOLITAN	11	:	:	HENRY D. PUGHES, Esq. HENRY J. BARRETT, Esq. MR. BELL.
SOUTH EASTERN	11	:	:	MR. LAURE (for SIR MYLES FOSTON).

IN ATTENDANCE :

MR. MOYSEMAN, *Secretary and Manager.*

CHARLES H. PARKES, Esq., *in the Chair.*

861. Minutes.

THE Minutes of the Committee's Meeting of the 14th August last having been printed and circulated were signed as amended by Mr. Parkes by the striking out of the words "on behalf of the East London" from lines 9 and 10 from top of page 2 of the print of those Minutes—those words having been inaccurately inserted as representing on the occasion referred to that Sir Edward Watkin had acted on behalf of the East London Railway Company.

29th Sept.
1889.

882. Managers' Meeting, 23rd inst
Read Minutes as follows:—

EAST LONDON RAILWAY JOINT COMMITTEE

MANAGERS' MEETING

At 110, Cannon Street, London, on 23rd September, 1889.

Present:—

Mr. STANFORTH (for Mr. Sarle) for Brighton Company.
Mr. BIRT " Great Eastern Company.
Mr. BELL " Metropolitan Company.
Mr. LIGHT (for Sir M. Fenton) " South Eastern Company.
Mr. MOYNIHAN " Joint Committee.

Mr. BIRT, in the Chair.

RAILWAY AND CANAL TRAFFIC ACT, 1888.

Recommended:—

1. That the same Classification be adopted as that now deposited by the Railways generally with the Board of Trade.

2. That the Schedule of Maximum Rates for the Committee's Line to be deposited with the Board of Trade, be as follows:—

GOODS AND MINERALS.

Per ton, per mile.

Class A.	...	3½d.	} With a minimum charge of 4 miles.
" B.	...	4d.	
" C.	...	4½d.	
" 1	...	5d.	
" 2	...	5½d.	
" 3	...	6d.	} Same "Terminals" as for "Large Towns" (London).
" 4	...	7d.	
" 5	...	8d.	

LIVE STOCK.

DESCRIPTION.	Proposed Maximum Rates for Conveyance per Animal.			Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Proposed Maximum Station Terminal at each end.	Proposed Maximum Service Terminal at each end.	Minimum Charge exclusive of Terminal
	Per Head per Mile.			Per animal.	Per animal.	Per vehicle.	Per vehicle.	
	Chatham District.	Metn. Co.	Btn., G.E., S.E.					
For every horse, mule, ass, or other beast of draught or burden.	1s. 6d.	9d.	4½d.	6d.	6d.	1s. 6d.	1s.	5s.
For every ox, cow, bull, or head of neat cattle.	1s.	4½d.	4d.	6d.	4d.	1s. 6d.	1s.	3s. 6d.
For every calf, pig, sheep, lamb, or other small animal.	4d.	3d.	2d.	2d.	1½d.	1s. 6d.	1s.	2s.
For every animal of the several classes above enumerated conveyed in a separate carriage, either by direction of the consignee, or for any other sufficient cause.	1s.	9d.	9d.	1s. 6d.	1s.	1s. 6d.	1s.	7s. 6d.

25th Sept. 1890. 801 Returns of Receipts and Passengers.

Submitted the following Statements:—

COACHING RECEIPTS FOR AUGUST, 1889, IN COMPARISON WITH AUGUST, 1888, AND JUNE AND JULY, 1889.

STATIONS.	BOOKINGS TO								TOTAL RECEIPTS.			
	East London Railway.	Brighton Railway.	South Eastern Railway.	Metropolitan Railway.	City Lines and Extensions.	District Railway.	Great Eastern Railway.		August, 1888.	August, 1889.	July, 1889.	June, 1889.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
New Cross, R.E.R.	129 3 2	...	...	550 14 10	104 12 10	18 1 1	...	802 12 5	747 10 4	703 17 3	771 1 6	
Do. H.L.	379 13 10	...	...	21 7 8	42 11 3	45 10 9	35 11 1	395 3 0	358 0 1	348 2 10	356 0 8	
Old Kent Road	61 16 0	...	...	...	...	...	1 10 1	63 16 1	65 13 4	62 10 8	62 7 3	
Deptford Road	372 1 0	153 7 7	46 2 0	248 9 10	158 8 0	72 14 4	39 6 1	1,088 1 10	1,014 1 8	956 5 1	906 4 9	
Rotherhithe	174 0 7	39 6 7	4 10 11	77 8 5	95 10 8	29 7 1	13 19 11	434 13 2	308 5 7	306 7 6	381 11 8	
Wapping	109 18 11	23 5 6	5 17 0	34 5 5	21 10 1	26 9 7	1 5 8	224 12 2	222 1 6	226 16 5	205 9 2	
Shadwell	352 4 6	149 7 0	38 8 11	65 9 5	10 3 11	42 3 10	5 5 0	669 2 7	644 7 4	649 15 4	600 17 2	
Whitechapel	123 14 1	174 18 2	1 19 5	0 1 3	...	...	7 11 11	308 4 0	291 5 10	273 16 7	261 18 2	
Shoreditch	80 18 10	48 11 5	1 2 8	0 11 9	0 2 7	0 4 3	1 7 11	138 10 5	121 5 6	120 17 9	103 0 10	
Totals. Aug. 1889	1,559 11 5	510 16 3	98 9 11	996 1 6	458 19 4	224 19 4	106 6 8	4,055 4 5	...	...	...	...
Do. Aug. 1888	1,586 10 1	443 9 11	98 13 5	922 12 5	377 10 6	340 17 4	72 12 5	...	3,843 3 1	...	...	...
Do. July 1889	1,041 1 10	398 1 7	101 19 2	914 13 5	449 10 6	227 18 9	64 14 4	...	...	3,797 12 7	...	...
Do. June 1889	1,572 7 5	382 0 8	68 5 0	917 13 0	408 15 2	225 11 10	54 7 1	...	...	...	...	3,629 0 2

NUMBER of Passengers booked to, from, and over the East London Line, for the months of February, March, April, May, June, and July, 1889.

From	To and over	Feb.	Mar.	April.	May.	June.	July.	Six Months' Totals.
East London Line	Brighton Line	11,330	14,065	16,733	14,840	18,316	17,636	92,920
" " " "	South Eastern Line	1,838	2,159	2,865	2,395	3,229	3,919	16,425
" " " "	Metropolitan	50,002	51,564	53,130	50,578	55,201	55,286	315,761
" " " "	City Lines and Extensions	41,749	48,683	47,937	47,353	45,871	50,580	282,173
" " " "	District Line	11,857	13,050	11,527	11,335	11,319	12,036	71,124
" " " "	Great Eastern Line	4,129	4,543	4,973	5,029	5,065	6,986	31,827
Brighton	East London	14,063	18,063	17,802	18,231	18,871	20,676	107,766
South Eastern	" "	2,879	3,154	3,474	3,882	3,981	3,975	21,345
Metropolitan	" "	55,868	59,832	61,895	59,185	62,153	62,474	341,467
City Lines and Extensions	" "	32,368	34,873	34,866	35,412	35,207	38,026	210,752
District Line	" "	8,004	8,297	8,109	7,995	8,078	8,144	48,627
Great Eastern Line	" "	4,761	5,000	6,338	6,215	6,734	11,247	40,295
East London Local.	" "	227,647	256,457	253,238	255,981	259,605	272,566	1,522,494
Total		446,515	499,742	502,887	498,431	514,230	543,551	3,065,353

EAST LONDON RAILWAY JOINT COMMITTEE.

Thames Tunnel.—Proposed Dredging adjacent thereto.

(*Print of correspondence.*)

"THAMES CONSERVANCY,

"OFFICES, 41, TRINITY SQUARE,

"TOWER HILL, E.C.,

"28th October, 1889.

"SIR,

"I am directed by the Conservators of the River Thames to inform you that they have received
"an application from Middleton's Steam Shipping Wharf Company, Limited, for permission to use a
"Steam Dredger for the purpose of deepening the bed of the river in front of their new Pier at
"Wapping, as referred to in Mr. Duckham's letter to Mr. Brady of the 17th May last, and, with
"respect thereto, I am desired to inform you that, whilst the Conservators have no objection to offer
"to the proposed work, they will, before communicating with Middleton's Steam Shipping Wharf
"Company on the subject, be pleased to receive any observations which the East London Railway
"Company may desire to make on the subject of the application.

"I am, Sir,

"Your obedient Servant,

JAMES H. GOUGH,

Secretary.

"The Secretary,

"East London Railway Joint Committee,
110, Cannon Street, E.C."

The above letter was formally acknowledged, and copy sent to Mr. Brady (Engineer of Maintenance) for report.

"SOUTH EASTERN RAILWAY,

"ENGINEER'S OFFICE,

5, ST. THOMAS'S STREET,

"LONDON, S.E., 4th November, 1889.

"MIDDLETON'S WHARE.

"DEAR SIR,

"With reference to yours of the 29th ult., I beg to say that the proposed dredging is to be
"carried out to the extent and depth described by Mr. Duckham in his letter addressed to me and
"dated the 17th May last.

"I cannot say that this amount of dredging is likely to injure the tunnel, but I do not think
"that the work should be approved of by the Joint Committee, as such approval would lessen the
"responsibility of the Wharf proprietors.

"I beg to enclose a copy of Mr. Duckham's letter, and also of my reply.

"Yours truly,

"W. H. Parsons, Esq.,

"East London Railway Joint Committee.

"FRAS. BRADY.

"P.S.—Since writing the foregoing, Mr. Waller, of St. Bride's Wharf, Wapping, has called on
"me, and I have suggested to him that possibly an undertaking to indemnify the Joint Committee
"from all loss from dredging operations will meet the case.—F. B."

"ENGINEER'S OFFICE,

"MILLWALL DOCKS,

"LONDON, May 17th, 1889.

"F. BRADY, Esq., C.E.

"St. Thomas's Street,

"London Bridge, S.E.

"DEAR SIR,—

"As you will, perhaps, hear of dredging to be done at Middleton & Co.'s new pier at Wapping, and be desirous of knowing what is intended, having regard to your anxiety for the safety of the Thames Tunnel, I write to let you know that the proposal is to dredge to 23 feet below T.H.W. just in front of the new T pier, and drop to 26 feet 6 inches at, say, 125 feet out. No dredging will be done nearer the Tunnel than the site of the Ferry Stage; the dredging that was done for the Ferry a few years ago will be sufficient for the present purposes of the Company. The dredging to the westward of the Ferry Stage will average the removal of, say, 1 foot 9 inches from the bed of the river. That portion of the hole or 'dock' dredged for the Ferry inside the line of the new pier will be filled up level with the adjacent foreshore.

"You will, I think, rightly conclude that nothing that is thus intended can in any way affect the Tunnel.

"Yours faithfully,

"F. E. DUCKHAM."

"SOUTH EASTERN RAILWAY,

"ENGINEER'S OFFICE,

"5, ST. THOMAS'S STREET

"LONDON, S.E., May 18th, 1889.

"EAST LONDON RAILWAY.

"WAPPING JETTY.

"DEAR SIR,—

"I beg to acknowledge the receipt of yours of the 17th instant, for which I am obliged.

"You will, of course, kindly understand that I accept no responsibility with regard to your proposed operations.

"Yours truly,

"FRAS. BRADY.

"F. E. DUCKHAM, Esq."

EAST LONDON RAILWAY JOINT COMMITTEE

121, Cannon Street, E.C.

121, Cannon Street, E.C.

Dear Sir,

Reference is made to your letter of the 12th inst.

in which you request that Mr. Wilson, Chairman of the Board, be invited to attend the meeting of the Committee of the East London Railway, of which I have the honor to be a member.

The matter will be considered at the meeting of the 15th inst.

Yours faithfully,

For Secretary and Manager,

W. H. PARSONS.

Chas. H. Parker, Esq.

121, Cannon Street, E.C.

121, Cannon Street, E.C.

EAST LONDON RAILWAY

Reference is made to your letter of the 12th inst.

Dear Sir,

We have today received from Mr. Perry, the Secretary of the East London Railway Company, a letter from Mr. Wilson, a copy of which we send you on the other side.

Will you kindly bring the matter before the Committee at Wednesday next, and advise the result.

Yours faithfully,

WILSON, BRIDGEMAN & CO.

W. H. Parsons, Esq.

For Secretary and Manager,

East London Railway

The Board of Directors, East London Railway

121, Cannon Street, E.C.

121, Cannon Street, E.C.

121, Cannon Street, E.C.

Dear Sir,

The Board of Trade have called my attention, as Secretary to the Railway Association, that your Company have not yet entered an appearance before the Board of Trade, in support of your objections and proposals.

I gather from the Board of Trade that if the several Companies do not take steps to the contrary, their objections will be dealt with in their absence.

If you desire to make any representation to the Board of Trade upon the subject, I shall be happy to do so on your behalf, or you may, if you prefer it, communicate directly with the Board of Trade.

Yours faithfully,

W. H. PARSONS.

Secretary,

East London Railway

For Parker to read 12/12/20 to hand to
the Board of Trade

250/12

Great Eastern Railway
Telegraph Department.
Superintendents Office.



Tunbridge Dec 28 1889

W. H. Parsons Esq.
General Manager
East London Rly

Dear Sir

I beg to inform you
that the Repeater for
Deptford Road distant
signal was completed on
the 23rd inst.

Yours truly

W. Langford.

South Eastern Railway.
Engineers Office.

5, St. Thomas's Street,

London Nov: 7th 1889
S.E.



East London Railway.

Interlocking of Signals

properly interlocked according
to the Board of Trade reg-
-ments

Dear Sir,

Yours truly,
R. H. Preece

Referring to yours
of the 30th ult^o, I beg to hand
you herewith a statement
showing the details of the signals
in the several cabins of the
East London Railway between
New Cross and Shorncliffe
including the Brighton Company's
Sections. The signals are all

R. H. Preece Esq.

Ackd. 189 A

EAST LONDON RAILWAY

East London Railway Joint Committee.

EAST LONDON RAILWAY
12 NOV. 89
JOINT COMMITTEE



Deptford Rd Station

Nov 11 1889

SIR,

(Subject)

Regulations of Railways Act 1869

Reference to previous correspondence.

Re/above. I beg to report that the Block Telegraph is the system of signaling Train over this committee line.

The single line into Woolwich S. & P. is worked by Train staff, combined with the absolute Block system & the points are interlocked by means of Annetts Key.

all signals & points are interlocked. where required, distant signals are provided with Repeaters in signal Boxes, with the exception of Deptford Rd Jnc. w/o distant (from Woolwich) which at night cannot be seen from the Junction Box. I am of opinion that a Repeater is required. please note.

Yours. Alcedinthy
Secretary & Manager H. Rose

(a) The Board of Trade propose to order every Railway Company to adopt the Block system on all their Railways, except

South Eastern Railway.
Chief Accountants Department.

N^o 8, F. Thomas's Street.
S. E.

London 1 Novr 1889

The Secretary & Manager
East London Street Committee

Dear Sir,

Printing fares on tickets

I am in receipt of your letter of
the 31st ulto and will arrange for the
fares to be printed on future supplies
of tickets as requested

I am Dear Sir

Yours truly

W. H. Atterley

Whately
Any further communication should be
addressed to
THE ASSISTANT SECRETARY,
(RAILWAY DEPARTMENT),
BOARD OF TRADE,
LONDON, S.W.
And the following letter and number
should be quoted:—

R. 12,521.

Telegraphic Address.
BOARD TRADE, RAILWAY,
LONDON.

BOARD OF TRADE,

(RAILWAY DEPARTMENT),

LONDON, S.W.,

24th October, 1889.



SIR,

I am desired by the Board of Trade to request that you will call the attention of the Directors of your Company to the provisions of "The Regulation of Railways Act, 1889," and to state that the Board propose to exercise the powers conferred upon them by Section I. of the Act, and also to fix a date, under Section VI., from and after which every Passenger Ticket shall bear upon its face, printed or written in legible characters, the fare chargeable for the journey for which such ticket is issued.

I am to state that the Board of Trade propose to take the following action under the several specified provisions:—

SECTION I.

Block | (a) The Board of Trade propose to order every Railway Company to adopt the Block system on all their Railways, except such single lines as are worked on the train staff system without tickets, and short branches upon which only one engine in steam or two or more engines coupled together are upon the branch at the same time.

Interlocking
(b) To order every Railway Company to provide a system of interlocking of points and signals which will satisfy the existing requirements of the Board of Trade for new lines—a copy of which is enclosed herewith—upon all their lines in respect of all places where there are connections with Passenger lines. Locking of points upon single lines by means of train staff or tablet, and all siding points near stations upon double lines by means of Annett's Key will be accepted.

Brakes
(c) To provide for and use on all their trains carrying Passengers, Continuous Brakes complying with the requirements set out in Section I (c) of the Act.

Brakes
As regards the last portion of the Order, I am to state that the Board of Trade, as at present advised, are disposed to assent to such modifications as will allow of a limited proportion of unbraked vehicles—not carrying passengers and not exceeding one-sixth of the total number of vehicles—to be used on Passenger trains, provided that in no case is the rear vehicle of the train to be one of those unbraked; and to permit upon certain exceptional lines, where the running of mixed trains can be justified, a number of unbraked goods waggons or other vehicles—not exceeding one-half of the total number of vehicles—to form part of such train, provided that, in this case also, a brake capable of being worked from the engine is attached to the rear vehicle of the train.

The Board of Trade propose that the time limited for compliance with the Orders should not exceed:—

For adoption of Block Working	...	...	One Year.
" " " Interlocking	...	...	Eighteen Months.
" " " Continuous Brakes	...	...	Eighteen Months.

II. SECTION VI.

The Board of Trade propose to fix the First day of July next as the date from and after which every Passenger Ticket is to bear upon its face the fare chargeable for the journey.

I am, however, to state that the Board of Trade will be willing, before issuing the Orders, to consider any representations which your Company may desire to address to them, provided that such representations are submitted within two months from the present date.

I am, Sir,

Your obedient servant,

COURTENAY BOYLE.

The Secretary of the

East London & Fenchurch Street

Railway Company.

A.

DOCUMENTS TO BE SENT TO THE RAILWAY
DEPARTMENT, BOARD OF TRADE,
PREVIOUSLY TO THE SECOND NOTICE OF THE INTENTION
TO OPEN A RAILWAY BEING GIVEN.

- I. A copy of the Parliamentary Plan and Section, with any deviations which may have been made during construction marked thereon in red; and with the corrections in the distances, levels, inclinations, sections of ground, and radii of curves, rendered necessary by such deviations, also marked in red; as well as the POSITIONS OF THE SEVERAL STATIONS, AND THE LENGTHS AND HEIGHTS OF THE PLATFORMS; and the widths of cuttings and embankments on each side of the railway.
- II. A table of Gradients and level portions, with the positions of the Stations distinctly shown.
- III. A table of Curves and straight portions.
- IV. A table of Cuttings and Embankments.
- V. A table of the Bridges for roads and railways crossed by the Railway.
- VI. A table of the Bridges and Viaducts over watercourses and valleys.
- VII. A table of all Level Crossings, public, occupation, private and bridle roads, or foot-ways.
- VIII. A table of Tunnels.
- IX. A table of Aqueeducts and of Culverts 3 feet or more in diameter.
- X. A statement affording detailed information under the following heads:—
- 1st. **Permanent Way.**—Whether the line be double throughout, or partly double and partly single, or single throughout with sidings; the distances from the fixed point adopted in the tables, at which the single portions commence and terminate—or, for a single line, at which the sidings commence and terminate; whether the land has been purchased for an additional line of rails, or whether any other arrangements have been made with a view to adding an additional line at a future period; the width of the line at formation level; the gauge; the width between the lines where double; the description of rails employed, with a diagram section, their length, and weight per yard; the description and weight of the chairs, where these are employed; the mode of fixing the chairs and securing the rails.

According to the forms forwarded herewith, observing that the situations of Works, &c. should be described in each by reference to the same fixed point; and that it will be convenient if the Station nearest to the Metropolis, for a main line, or the junction with the main line for a branch Railway, be adopted as such point of reference.

average swelling and length; their distances from centre to centre if transverse; and if longitudinal the details of any ties by which they are connected; the nature of the ballast, and its depth below the under surface of the sleepers; the description of points adopted; the number and positions of all facing points connected with the main line; and the names of the Stations or other places at which Engine-turntables are provided.

2nd. Fences.—Description of fencing adopted on each portion of the line, especially the height of the rails, and distance between posts, if post and rail; the height, number of wires, distance between supports, and means of straining, in the case of wire fencing.

3rd. Drainage.—General description of the drainage employed; and if, on any part of the line, it has been attended with peculiar difficulty, a detailed description should be given.

4th. Stations.—Their names, and their distances, at the commencement and termination, respectively, from the fixed point; the gradients on which they are situated and approached; the length of the Platforms and their Height above the Level of the Rails; and the positions of and distances between the home and the distant-signals.

5th. Width of Line.—The minimum space allowed from a height of 2 feet 6 inches above the rails, between the sides of the widest Carriages in use upon the Railway and any fixed works, such as Pillars and Walls at Stations, Abutments, Piers, Supports, Arches, Girders, Telegraph Posts, Sheds, &c., along the Line. The minimum section of each tunnel should be appended, showing within it a section of the widest carriage to be used on the line.

6th. Bridges and Viaducts.—Drawings in detail of all Bridges and Viaducts, either over or under the Railway, accompanied by sufficient information to allow of the probable strength of each being ascertained by calculation; and by sections showing the distances between the girders and the sides of the widest carriages to be used on the line, when the girders are more than 2 feet 6 inches above the level of the rails.

7th. Diagrams of all Junction and Station arrangements.

XI. Carriages to be used for the Conveyance of Cheap Train Passengers.

—The following minimum dimensions should be observed in the construction of these carriages:—They should contain 20 cubic feet of space per passenger; the area of the glass windows should afford 60 superficial inches per passenger; they should be provided with proper means of ventilation, and with at least one lamp to each compartment of each carriage; the seats should be provided with backs, should be 13 inches broad, and should afford 18 inches in width per passenger. Drawings of these carriages, to a scale of not less than 4 feet to an inch, should be supplied, viz:—

1. An outside elevation, showing the positions of the windows, ventilators, and lamps.
2. A transverse section.
3. An inside plan, showing the arrangements of the several seats, with references by letters, specifying the width and length of each seat, and the number of passengers to be accommodated on each; also a memorandum of the size of the windows and ventilators, stating whether they are fixed or constructed to open and close, and the positions of the lamps for lighting the carriages at night.

B.

MEMORANDUM OF IMPORTANT REQUIREMENTS.

1. *The requisite apparatus should be provided at the period of inspection for ensuring an adequate interval of space between following trains.*
2. *Home-signals and distant-signals for each direction should be supplied at stations and junctions; with extra signals for such sidings as are used either for the arrival or for the departure of trains.*
3. *The levers by which points and signals are worked should be brought close together, into the position most convenient for the person working them, and should be interlocked. The points should be provided with double connecting rods. Point levers should be sufficiently long to enable the pointsmen to work them without risk or inconvenience, and should not be placed on the ground between the lines of rails. Any signal which is worked by a wire or rod should be so weighted as to fly to or remain at "danger" on the fracture of the wire or rod.*
4. *The levers by which points and signals are worked should, as a rule, be brought together under cover upon a properly constructed stage, with glass sides inclosing the apparatus. They should be so arranged that while the signals are at danger the points shall be free to move; that a signalman shall be unable to lower a signal for the approach of a train, until after he has set the points in the proper direction for it to pass; that it shall not be possible for him to exhibit at the same moment any two signals that can lead to a collision between two trains; and that, after having lowered his signals to allow a train to pass, he shall not be able to move his points so as to cause an accident, or to admit of a collision between any two trains. The facing points should be provided with apparatus which will ensure the points being in their proper positions before the signals are lowered, and which will prevent the signalman from shifting the points whilst a train is passing them, and, as an additional precaution, means should generally be provided for detecting any failure in the connections between the signal cabins and the points. Every signalman should be able to see the arms and the lights of the home as well as of the distant signals, and the working of the points or of the indicators showing their position, the back lights of the lamps being made as small as possible, having regard to efficiency. When the front lights are visible to the signalman in his cabin no back lights should be provided. The fixed lights in the signal-cabins should be screened off, so as not to be mistakeable during fogs for the signals exhibited to control the running of trains. If, from any unavoidable cause, the arm or light of any signal cannot be seen by the Signalman, a repeater should be provided in the cabin. Clocks should be placed in conspicuous positions for the use of the signalmen.*
5. *Facing points should be avoided as far as possible, but when used they should be secured by facing point locks and locking bars; the length of the locking bars should exceed the greatest distance between the adjacent wheels of passengers' carriages, and the stock rails should be tied to gauge with iron or steel ties. When facing points cannot be dispensed with, they should be placed as near as possible to the levers by which they are worked or bolted, and in no instance at a greater distance than 180 yards from those levers. All points, whether facing or trailing, should be worked or bolted by rods and not by wires.*
6. *It being necessary that a uniform system of signals should be adopted on all railways, the semaphore arms should, at junctions, be on separate posts or on brackets; and at stations, when there is more than one arm on one side of a post, they should be made to apply,—the first or upper arm to the line on the left, the second arm to the line next in order from the left, and so on; but in cases*

where the main or more important line is not the one on the left, separate signal posts should be provided, or the arms should be on brackets. The distant-signals should be distinguished by notches cut out of the ends of the semaphore arms where such are employed. In no case should a distant-signal arm be placed above a home-signal arm on the same post for trains going in the same direction. In the case of sidings, a low and short arm, distinct from the arm or arms for the passenger lines, may be employed.

7. The junctions between passenger lines and goods and mineral lines and sidings should be protected by home and distant signals. The sidings should be so arranged, that the shunting carried on at them shall present the least possible obstruction to the passenger lines. There should be safety points upon each goods and mineral line and siding, with the points closed against the passenger lines and interlocked with the signals. In the case of sidings joining single lines on favourable gradients, where the train staff and ticket system is in use for working the traffic, a key attached to the staff may be used for opening the sidings, and signals may be disposed with.

8. When a junction is situated near to a passenger station, or is connected with goods or mineral sidings, the platform and sidings should be so arranged as to prevent, as far as possible, any necessity for shunting over the junction.

9. The junctions of all railways should, in ordinary cases, be formed as double-line junctions.

10. The lines of railway leading to the passenger platforms should be so arranged that the engines, as they arrive at and depart from a station, shall always be in front of the passenger trains; and that, in the case of double lines or of passing places on single lines, each line shall have its own platform.

11. Platforms should be continuous, and not less than 6 feet wide for stations of small traffic, nor less than 12 feet wide for important stations; the descent at the ends of the platforms should be by ramps, and not by steps. Pillars or columns, for the support of roofs or other fixed works, should not be nearer to the edge of the platform than 6 feet. It is considered desirable that the height of the platform above the rails should not be less than 2 feet 6 inches. The lines should be laid down so as to leave as little space as possible between the edges of the platform and those of the continuous footboards on the carriages. Shelter should be provided on every platform, and conveniences where necessary.

Foot-bridges over or subways under the line should be provided for passengers to cross the railway at all stations of any importance.

12. When stations occur on or near a viaduct or bridge under the railway, a parapet or fence on each side should be provided, sufficient to prevent passengers falling from the viaduct or bridge in the dark. Viaducts under the railway should be provided with handrails and with protecting platforms for the protection and escape of the passengers. Viaducts of timber and iron should be provided with manholes and other facilities for inspection.

13. The steps of staircases approaching stations, and of foot bridges over the lines, and of foot-subways, should not be less than 11 inches in the tread, nor more than 7 inches in the rise, and all such staircases should be provided with efficient handrails.

14. Clocks should be provided at all stations in positions visible from the line.

15. Turntables for the engines, of sufficient diameter to enable the longest engines and tenders in use on the line to be turned without being uncoupled, should be erected at terminal stations, and at junctions and other places at which the engines require to be turned, except in cases of short lines not exceeding 15 miles in length, where the stations are not at a greater distance than

3 miles apart, and the Railway Company is willing to give an undertaking to stop all trains at all stations. Care should be taken to keep all turntables at safe distances from the adjacent lines of rails, so that engines, waggons, or carriages, when being turned, may not foul other lines, or endanger the traffic upon them.

16. No station should be constructed, and no siding should join a passenger line, on a steeper gradient than 1 in 260, except where it is unavoidable. When the line is double, and the gradient at a station or siding-junction is necessarily steeper, and when danger is to be apprehended from vehicles running back, a catch-siding, with points weighted for the siding, should be provided further down the incline than the passenger platform, siding-junction, or goods-yard, to intercept runaway vehicles. Under similar circumstances, when the line is single, in the case, 1st, of a station, a second line should be laid down, a second platform should be constructed, and a catch-siding similarly provided; and in the case, 2nd, of a siding-junction, means should be provided for placing the whole train in sidings, clear of the main-line before any shunting operations are commenced.

17. Cast-iron must not be used for railway under-bridges, except in the form of arched ribbed girders, where the material is in compression.

In a cast-iron arched bridge, or in the cast-iron girders of an over-bridge, the breaking weight of the girders should be not less than three times the permanent load due to the weight of the super-structure, added to six times the greatest moving load that can be brought upon it.

In a wrought-iron or steel bridge the greatest load which can be brought upon it, added to the weight of the super-structure, should not produce a greater strain on any part of the material than five tons, where wrought-iron is used, or six tons and a half, where steel is employed, per square inch.

The Engineer responsible for any steel structure should forward to the Board of Trade a certificate to the effect that the steel employed is either cast steel, or steel made by some process of fusion subsequently rolled or hammered, and of a quality possessing considerable toughness and ductility, together with a statement of all the tests to which it has been subjected.

18. The heaviest engines, boiler trucks, or travelling cranes in use on railways afford a measure of the greatest moving loads to which a bridge can be subjected. These rules apply equally to the main and the transverse girders.

19. It is desirable that viaducts should, as far as possible, be wholly constructed of brick or stone, and in all such cases they should have parapet walls on each side, not under 4 feet 6 inches in height above the level of the rails, and not less than 18 inches thick.

Where it is not practicable to construct the viaducts of brick or stone, and iron or steel girders are made use of, it is considered best that in important viaducts the permanent way should be laid between the main girders. If, however, in such viaducts the main girders are placed below the level of the rails, substantial parapets not under 4 feet 6 inches in height must be provided. In important viaducts, substantial guards should be fixed outside, above the level of and as close to the rails as possible, but not so as to interfere with the steps or any of the working parts of the engine or trains.

Where iron is made use of for the construction of the abutments or piers which are intended to support or carry the iron girders of high bridges and viaducts, it must be distinctly understood that these abutments or piers should not consist of cast-iron columns of small size, such as 12, 15, or 18 inches in diameter.

In all large structures of this kind the stability of the work must be such as will provide for a wind pressure of 56 lbs. on the square foot.

20. All castings for use in railway structures should, where practicable, be cast in a similar position to that which they are intended to occupy when fixed.

21. The upper surfaces of the wooden platforms of bridges and viaducts should be protected from fire.

22. The joints of the rails should be secured by means of fish-plates, or by some other equally secure fastening. The weight of the cast-iron chairs on branch lines, or lines on which the traffic will be small and light, and where it will be worked by engines of ordinary construction, should not be less than 25 lbs. each; but on main lines, and where heavy traffic may be worked at high speeds, the chairs should weigh not less than 35 lbs.

23. When chairs are used to support the rails they should be secured to the sleepers, at least partially, by iron spikes or bolts. With flat-bottomed rails, when there are no chairs, or with bridge rails, sang or other through-bolts should be used, at least at the joints and at some intermediate places.

24. No standing work (other than a passenger platform) should be nearer to the side of the widest carriage in use on the line than 2 feet 4 inches, at any point between the level of 2 feet 6 inches above the rails and the level of the upper parts of the highest carriage doors. This applies to all arches, abutments, piers, supports, girders, tunnels, bridges, roofs, walls, posts, tanks, signals, fences, and other works, and to all projections at the side of a railway constructed to any gauge.

25. The intervals between adjacent lines of rails, or between lines of rails and sidings, should not be less than 6 feet.

26. At all level crossings of public roads the gates should be so constructed as to close across the railway, as well as across the road, at each side of the crossing, and a lodge or station house should be provided, as is required by Act of Parliament. The gates should not be capable of being opened at the same time for the road and the railway, and all sidings and connections should be placed so that the shunting can be done without interfering with the level crossing. When a level crossing occurs at a station, there should be a box, if there is not a lodge, at the gates, for the use of the gate-keeper, unless the gates are worked from a signal cabin. Wooden gates are considered preferable to iron gates for closing across the railway.

27. Where public roads are crossed on the level, signals in one or both directions, interlocked with the gates, and a foot-bridge over or a subway under the line, may be required. At public footpath level crossings a foot-bridge over or a subway under the line may be required.

28. Mile-posts and quarter and half-mile posts and gradient-boards should be provided along the line.

29. Tunnels and long viaducts should in all cases be constructed with recesses for the escapes of the plate-layers.

30. In all curves where the radius is 10 chains or less, a check-rail should be placed inside the inner rail of the curve.

C.

Modes of working Single Lines.

In the case of a line being single, a certificate, under the seal, and signed by the Chairman and Secretary of the Company, should be sent to the Board of Trade, through the Inspecting Officer, to the effect that one of the two following modes of working single lines will be adopted, namely:—

1. That only one engine in steam, or two or more engines coupled together, shall be allowed to be upon the single line at one and the same time.

II. That the line shall be worked by **TRAIN-STAFF**, in the mode described in the following amended regulations, combined with the absolute block-system:—

Rules for Working the SINGLE LINE between A, B, C, &c.

1. Either a train-staff or a train-ticket is to be carried with each engine or train to and fro, and for this purpose

Colour of Staff and Ticket.					Form of Staff and Ticket.
[One, two, or more] train-staffs and sets of train-tickets will be employed, viz.:					
One between A. and B.	-	-	-	-	Red. Square.
One between B. and C.	-	-	-	-	Blue. Round.
do. do.	-	-	-	-	do. do.

2. No engine or train is to be permitted to leave or pass EITHER OF THE STAFF-STATIONS, A, B, OR C, UNLESS THE STAFF FOR THE PORTION OF LINE OVER WHICH IT IS TO TRAVEL IS THEN AT THE STATION; AND NO ENGINEMAN IS ON ANY ACCOUNT TO LEAVE OR PASS A STAFF-STATION WITHOUT BEARING SUCH TRAIN-STAFF.

3. If no second engine or train is intended to follow, the staff is to be given to the engine-man or guard.

4. If other engines or trains are intended to follow before the staff can be returned a train-ticket, stating "staff following," is to be given to the engine-man of the leading engine, or the engine-man or guard of the leading train, and so on with any other except the last, the staff itself being sent with the last. After the staff has been sent away, no other engine or train is to leave the staff-station under any circumstances whatever until its return.

5. The train-tickets are to be kept in a box fastened by an inside spring, and the key to open the box is the train-staff, so that a ticket cannot be obtained without the train-staff. The train-staff is to lock the box in being taken out of it.

6. The train-staffs, the train-tickets, and the ticket-boxes are to be painted or printed in different colours, red for the line between A. and B.; blue for that between B. and C., &c.; the inside springs and the keys on the staffs being so arranged that the red staff cannot open the blue box, nor the blue staff the red box, and so forth. This is to prevent mistakes.

7. The ticket-boxes are to be fixed by brackets in the booking-offices at the staff-stations, the brackets being turned up at the ends to receive the train-staffs when they are at the stations.

8. The station master, the clerk in charge, the inspector, or the person in charge for the time at a staff-station, is the sole person authorised to receive, exhibit, or deliver the staff or ticket.

9. The usual special train tail-signal, "engine following," is to be used when a ticket is given, for the guidance of the platelayers and gatekeepers upon the line.

10. When a ballast train has to work on the line, the staff is to be given to the engine-man or guard in charge of it. This will close the line whilst the ballast train is at work. The ballast train must proceed afterwards to one of the staff stations to open the line before the ordinary traffic can be resumed.

11. In the event of an engine or train breaking down between two staff-stations, the fireman is to take the train-staff to the staff station in the direction whence assistance may be expected, that the staff may be at that station on the arrival of an engine. Should the engine or train that fails be in possession of a train-ticket instead of the staff, assistance can only come from the station at which the train-staff has been left. The fireman will accompany any assisting engine to the place where he left his own engine.

N.B.—The train-staff may either be fixed in a socket on the engine or tender or carried over the shoulder by means of a cross-belt.

PRECAUTIONS RECOMMENDED IN THE WORKING OF RAILWAYS.

1. *There should be a break-vehicle with a guard in it at the tail of every train; this vehicle should be provided with a raised roof and extended sides, glazed to the front and back; and it should be the duty of the guard to keep a constant look-out from it along his train.*
2. *All passenger carriages should be provided with continuous footboards extending throughout the whole length of each carriage and as far as the outer ends of the buffer castings. As passenger carriages now pass from one company's line to another's, it is essential for the public safety that although the widths of the carriages on the different lines differ from each other, the widths across the carriages from the outside of the continuous footboard on one side to the outside of the continuous footboard on the opposite side should be identical for the carriages of all railway companies, so that the lines of rails may be laid at the proper distance from the edges of the passenger platforms.*
3. *There should be means of intercommunication between a guard at the tail of every passenger train and the engine driver, and between the passengers and the servants of the company, as required by the Legislature.*
4. *Continuous breaks under the control of the engine driver and each guard should be employed with all passenger trains. In the opinion of the Board of Trade, which has been fully expressed in recent correspondence, due security will not have been taken for the public safety until some system or systems of continuous breaks has or have been universally adopted, instantaneous in action, capable of being applied by engine driver or guard, and automatic in case of accident.*
5. *The tyres of all wheels should be so secured to the rims of the wheels as to prevent them from flying open when they are fractured.*
6. *The engines employed with passenger trains should be of a steady description, with not less than six wheels, with a long wheel-base, with the centre of gravity in front of the driving wheels, and with the motions balanced. They should not be run tender or tank first.*
7. *Records should be carefully kept of the work performed by the wearing parts of the rolling stock, to afford practical information in regard to them, and to prevent them from being retained in use longer than is desirable.*
8. *All lines should be worked on the block telegraph system. In case of junctions the block system should be employed for preventing trains, which can come into collision through overrunning signals, from approaching a junction simultaneously. The signal cabins should be commodious, and should be supplied with clocks, with record books, with a separate needle for signalling the trains on each line of rails, and with an extra needle or telephone for other necessary communications between the signalmen. The point levers, signal levers, and block instruments should be so placed in the cabins that signalmen when working them should have the best possible view of the railway.*
9. *When drivers or other persons are permitted to travel with goods or cattle trains, suitable vehicles should be provided for their accommodation near the front of such trains.*
10. *Luggage should not be carried on the roofs of railway carriages.*
11. *The names of the stations should be marked on the lamps, besides being shown on other conspicuous places.*

Board of Trade,
(Railway Department,)
December 1885.

HENRY G. CALCRAFT.

TELEPHONE NO 416.

Ackd.
12/11/89

A

1, Copthall Buildings
London W.C. Nov^r 11 1889



East London Railway
Railway & Canal Traffic Act 1888

Dear Sir/

We have to day received from Mr. Pacey
the Secretary of the East London Railway Co^y a letter from
Mr. Oakley a copy of which we send you on the other side.

Will you kindly bring the matter before the
Committee on Wednesday next and obtain instructions.

Yours faithfully,

Hilson Bristow Chairman

W. H. Parsons Esq^r
East London Railway
Joint Committee

Recd 11/11/89

Ans 16/11/89

96 Drakefelle Road
St Catherine's Park
Hatcham S.E.
6th Nov. 1889



Plan
Electrification
to be referred
to Mr. Phillips

To the Secretary & General Manager
East London Railway

Sir,

I wish to bring under your notice a great
want experienced by all who have to use the
Deptford Road Station as a changing station for
places on either of the railway lines branching
from this point. -

It appears to me that now that certain alterations
and improvements are being made at this station
it is a suitable time for asking that a ~~convenient~~
waiting room may be provided on the platform
at which passengers change trains for the Brighton
line, the Mid-Kent line and the South London Line.

434 11
224 12
669 2
308 4
138 19
1,055 4
...
...
...
for th
May
14,8
2,31
50,51
47,31
11,31
5,02
18,23
3,88
39,18
35,41
7,99
6,21
255,98
498,43

A few seats are placed on this platform, but they are backed by an open space which tends to increase the draught and consequent discomfort of the large number of people who have to wait on it --

A small room would be a boon in the best of weathers; but especially in cold and frosty seasons, or when a high wind is blowing, some protection of this kind is sorely needed.

There is ample space for the construction of a suitable room, which might be erected over the disused opening at the back of the platform. -- By reason of the peculiar position of the line, which passes obliquely under the carriage road, the booking office is at too great a distance from the platform to admit

but
to
t
of passengers using any waiting room that
may be provided at the station entrance; and, hence,
the necessity of suitable accommodation being
provided on the platform itself is apparent.

In view of the rapidly approaching winter
I venture to ask you to be good enough to bring
this matter under the consideration of your
directors, who, I trust, will be ready to ~~provide~~
remedy what has long been a source of bitter
complaint in those who use this platform.

I am,
Sir,

Yours obedt. servt

Wm. H. Luntance

EAST LONDON RAILWAY JOINT COMMITTEE.

RETURN directed to be made to the Board of Trade of Accidents occurring in the course of the Public Traffic, whether attended with personal injury or not (in compliance with the Regulation of Railways Act, 1871, section 6).

PARTICULARS OF INJURY TO PERSONS.

Date of Accident.	Nature and Cause of Accident, and where where it occurred; and if the Accident happened on the Railway, the name of such Company.	Particulars of Damage to Train or Works.	Name of Person.	Nature of Injury.	Description, stating whether Passenger, Servant of the Company, or other Person, and the class of Person to which he may belong, Public or Private, Level Grounds (specifying which) or Troops.	Whether Accident occurred from Cause beyond the control of the person injured, or from their own want of Caution, or Misconduct.	* Copy of Verdict at Coroner's Inquest (if in England, Wales, or Ireland) should death have ensued.
1889 October 26 th	The knocking down and running over of a trespasser by the 3.38 p.m. Brighton Company's train en. Peckham Rye to Shoreham at the Bridge carrying East London Railway. Old Kent Road Branch, over the Surrey Canal	nil	Alfred Edwards	Both arms, broken, four left foot nearly severed, necessitating amputation	Trespasser	Own want of caution	—

for Secretary & Manager
(Signed) W. H. Parsons

East London Railway Joint Committee.

28 OCT 89
EAST LONDON RAILWAY
JOINT COMMITTEE

Deptford Rd Station,
Oct 26th 1889

(Subject)

Accident to a man whilst trespassing

Reference to previous
correspondence.

I regret having to report to you
an unfortunate accident which happened to Mr
a Edwards of 20. Eastwood St Deptford, whilst
trespassing on the line at Canal Bridge this
day. He was knocked down & run over by the 3.58 p.m.
Brighton way train at 4 Min. P.m. to Shoreham.
Train was stopped & after Edwards had been
placed in the Brake Van he was conveyed to
Whitechapel & taken to the London Hospital where
he was detained. Injuries (Scalp wound & broken jaw)
foot nearly severed necessitating amputation.
Witness J. Howell states that he whistled two or
three times but was unable to pull up his train
after the accident. Guard Elliott. The friends of
Edwards have been advised. I attach Inspector
Wingo report. Kindly note.
Edwards occupation Barge builder
Engine no. 61.

Secretary & Managers

Yours. Obediently
H. Rose

Oct 26th 1889

Reference to previous correspondence.

At this point the stutcher was straining
Edward & Mott were in charge of that train

1. - he saw this man walking over the Canal Bridge on the old
road branch, & he remarked him in this time but he took
notice of it, & that he remarked him down before he
d. pull up his hair after he had done so he asked him
to be where the ^{new} day, & with the assistance of the Guard
- whom who was with him they lifted him into the train &
then to Watchdog, finally not.

*Ms. A. 9.2
Sept 27. 1867*

E. Lloyd
Inspector

East London Railway Joint Committee.

REFER HERE TO

N^o 18
318

Whitechapel Station,

Oct 26th 1884

1884

Sir,

(Subject) Accident to a man at
Canal Bridge

Reference to previous
correspondence.

I beg to report receiving a telegram from Keptford Road, this day, to get a stretcher to meet the 3.38^{pm} ex. Beckenham Wk. I went at once to the London Hospital & obtained one. on arrival of this train I saw a man in the guards brake with his leg partially severed & a wound on the left side of his forehead. I conveyed him at once to the London Hospital, where the Dr. said he should have to amputate the leg just below the knee. He gave his name & address as Alfred Edwards, 20 Gosterwood St, Keptford. I then sent Head Porter Tribe down to his house to tell his wife her husband had met with an accident. I have since ascertained that his jaw is broken too. He is a Barge Builder by trade. The train was delayed here 4 minutes. Please see Keptford Road for full particulars of accident. Guard Elliot in charge. Driver R. Howell. Engine N^o 61

The Secretary & Manager, Yours Obediently
W. J. Bennett.

TELEPHONE NO 416.

London 19th Oct 1889

re R. Speight
alighting from train
while in motion
Dear Sir

We have now had
an opportunity of
examining the witnesses
in this matter & in number
have taken a note of
the evidence they could
give.

Although there is a
prima facie case for
a prosecution yet looking
at the decisions on the
subject of what has
been held to be an
invitation to a Passenger
to alight from a train
we think there might

be considerable difficulty
in establishing the fact
to the satisfaction of a
Magistrate that the
nature of the station was
not called out before the
train actually stopped -
moreover looking at the
nature & character of the
independent witnesses
we have obtained we
consider the Committee
will not be prejudiced
by not moving further
in the matter now should
Speight resort to legal
proceedings. ^{For these}
reasons we do not advise
a prosecution.

We return the papers
perhaps you will be
good enough to bring the
matter before the Committee.
Yours faithfully

W. H. Larsons Esq
P. L. R. Committee
William Wright Esq
Paymaster

Encl.

East London Railway Joint Committee.

To Shadwell

Station,

OFFICES

110, BARNON STREET, E.C.

1889

in respect of the London Railway, & the London & South-Eastern Railway.

To the Secy



Mr Bennett

Dear Sir

I beg to acknowledge the receipt of your letter of the 11th inst. in relation to the enclosed reports.

The reference to the enclosed reports, one given the address as Brook St., the other as 10 St., both these sheets exist in Ratcliffe's copy which is correct.

Yours truly

J. J. Richardson

Secy. of the

per W. H. P.



stopped & that the whole length of same the pass. fell. Guard book in charge

4, August last.
Following figures of Co
ern - Local £1.50
Through
Carrels, "H. C.
Goods and I

Encl.

East London Railway Joint Committee.

OFFICES - 110, CANNON STREET, E.C.

To Shadwell Station.

Waterhouse & Sons Limited, Printers, London Wall, London.

188



16th Oct
W. H. Bowmer

M. Bowmer

Dear Sir,

R. Speight alighting from train in motion.

With reference to the enclosed reports, one gives the address as Brook St., the other Broad St. As both these sheets exist in Ratcliff, please say which is correct.

Yours truly
J. J. Moynihan
Secy. & Man.
per *W.H.*

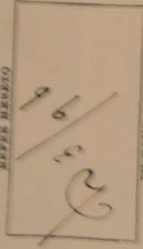
*and the should
be Brook
as stated*

1500.89

(77)

East London Railway Joint Committee.

REFER HERE TO



IN YOUR REPLY.

SIR,

(Subject) Warringer alighting from train whilst
Reference to previous }
correspondence. }

Deptford Rd Station,

Oct 16th 1889

Line station at Shadwell
on 15th mile

I beg to thank you a
report from Mr. Warringer
re the above. Informing Signalman if you
kindly note.

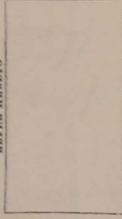
Yours. obediently
W. Gore

W. Gore

(23)

East London Railway Joint Committee.

REFER HERE TO



Station,

Dorset Road

Dear Sir,

October 7th 1889

IN YOUR REPLY.

Attached

(Subject)

Reference to previous
correspondence.

I enclose, I beg to inform you, that on alighting at Shadwell from a 2nd C.C. of the E. 31st Nov. Ex. New Cross yesterday (Oct 15th) I saw Head Porter Treasurer, assisting a man who was lying on the Platform apparently insensible, upon enquiry I was informed that the said man had jumped from a 3rd C.C. as the train was entering the Station, and was hurt in consequence. Whilst assisting the man recovering, he informed me that he knew he was to blame for the accident.

Y^{rs} H. Price

I remain Sir, Your Obedt. Servant

East London Railway Joint Committee.

916
184
184

Shadwell

Oct 16;

Station.

1889



(Subject) Richard Knight injured through alighting from train on motion, any liability thereon

Referring to my report as above

called on me this evening with reference to his accident on the 15th inst & complained that evening the train by which he travelled from Deptford Road, having started while he was getting out of a 3:22 at this station, he had been thrown down & injured. His own face is very much bruised & he has a fractured leg & in reply to his statement to me I informed him that in view of his having been thrown down, he had caused his injury by getting out before the train had stopped and I repeated him to you, as I consider his tale a tissue of lies hatched up & try to make out a case for compensation. I read later of the two lady witnesses can prove that Knight got out before the train had stopped & that the whole length of some paces where the paces fell. I read book in charge can also testify as to where Knight was picked up

J. J. Heyman Esq
The Manager

Yours obediently
J. J. Heyman

East London Railway Joint Committee.

NOTES MADE
1872
IN THIS CASE

Chadwell

Oct 15th 1872



(Subject) Passengers alighting from a train while in motion

I beg thank you a report from Head Rtd relative to a man (Richard Spight) residing at 41 Brook St. Ratcliffe (2.) having attempted to alight on the platform while the 2.31pm ex New Cross, Charing Cross, and in doing so fell with such force on the platform as to sustain a fracture of the spine, he was able to walk upstairs, with the assistance of relief signaller Rine, who was working the train as examiner. Later Mr Spight informed me that the train had stopped when he got out. Two ladies who were in the same 2nd & 3rd gave their names as witnesses viz. Wm. Spight of 4 St. Stephen Road, New Cross and Miss Price of 15 Clarendon St. New Cross, New Cross and their friends. I think Spight narrowly escaped a fatal accident & I trust you will take up with him through your efforts.

J. J. Haydon Esq
The Chairman

Yours faithfully
Chadwell

Shadwell
Station.

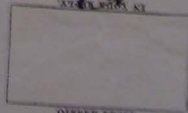
Oct. 15th
1889

Passenger Train down

(Reference to previous correspondence.)

(Subject)

SIR,



I beg to report as the 2.15 pm
train up from who entering the station
this afternoon whilst still at full
speed an elderly man opened a
window door and stepped out. He
was thrown violently to the ground
and was stunned when it struck him
p. and his men fleeing. He latter
to face to bring him to have he then
and home. He gave his name as
Richard Speight of 61 Brett Street
and held a certificate from Deptford Road
New No. 9082. His statement of
Mr. Stephens Road, Deptford, and then
it is stated that the deceased was
dying in the same carriage and gave
his name as unknown. From last
note in the same carriage from the
train and the whole train passed when
well before it stopped

From Master

Bowman

of Greenish

Traffic Receipts, August last.

Submitted the following figures of Committee's earnings rendered by Railway Clearing House:—

	August, 1889.		August, 1888.	
Passengers:—Local	£1,508	15 3	£1,508	15 5
Through	2,054	11 4	1,971	18 9
	£3,562	6 7	£3,479	14 2
Parcels, "H. C. and D."	-	57 5 8	-	56 5 2
Goods and Live Stock	-	259 5 7	-	228 13 0
	£3,879	17 10	£3,760	12 4

Gas Consumption.

Revenue to Minutes 874 and 886, reported *that the economising apparatus was connected at Wapping on 20th October, and is under trial. Further action postponed.*

Claims of Lessee Companies against Committee.

Submitted the following Statement:—

Brighton Company—Running Expenses, September	£405	8 4
South Eastern "—Disbursements to 21st September	1,124	10 4
District "—Running Expenses, September <i>and 30th Oct</i>	452	6 6
Metropolitan "— " " September and October	1,058	4 7
Great Eastern "— " " September and October	405	15 3
	£3,345	6 0

719. 16. 5
3,713. 15. 9

Received—

That these claims be paid in full, subject, in the case of the South Eastern Company's claim, to the audit of the Brighton Company.

Bankers' Pass Books Submitted, showing credit balances to date:

Deposit Account	£2,000	0s. 0d.
Current " "	£1249	1s. 4d.

Cheques Signed for £469. 1s. 8d., Cheques for £15,728 3s. 6d. (Rent of Line, Wages, &c.) reported signed since last meeting.

Return of Receipts and Passengers

Showing the following Statement:-

CHARTER RECEIPTS FOR SEPTEMBER, 1905, IN COMPARISON WITH SEPTEMBER, 1904, AND JULY AND AUGUST, 1905.

STATIONS	RECEIPTS IN							TOTAL RECEIPTS			
	New London Receipts	Providence Receipts	South Providence Receipts	North-Providence Receipts	Old Kent Receipts	Providence Receipts	South Providence Receipts	Providence 1905	Providence 1904	August 1905	July 1905
	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &
New Conn. S. & P.	141 41 0	---	---	425 18 0	161 25 0	11 12 0	---	698 0 0	544 0 0	565 0 0	565 0 0
Do. H. & L.	150 15 0	---	---	40 18 0	41 10 0	30 1 0	25 14 0	361 0 0	344 0 0	344 0 0	344 0 0
Old Kent Road	41 14 0	---	---	---	---	---	---	---	---	---	---
Dagwood Road	504 0 41	84 0 0	14 10 0	504 11 0	104 7 0	24 0 0	14 10 0	691 0 0	514 10 0	5,098 1 10	691 0 0
North-Providence	124 0 0	10 0 0	0 11 0	10 10 0	0 0 0	0 0 0	0 0 0	104 0 0	104 0 0	104 0 0	104 0 0
Wapping	104 10 0	10 0 0	0 11 0	10 11 0	10 0 0	0 0 0	0 0 0	104 0 0	104 0 0	104 0 0	104 0 0
Wadsworth	504 10 1	84 0 0	14 10 0	504 11 0	104 7 0	24 0 0	14 10 0	691 0 0	514 10 0	5,098 1 10	691 0 0
Wadsworth	114 0 0	104 10 0	0 0 0	0 0 0	---	---	0 14 0	104 0 0	104 0 0	104 0 0	104 0 0
Wadsworth	84 10 0	84 0 0	14 10 0	0 0 0	0 0 0	0 0 0	0 0 0	104 0 0	104 0 0	104 0 0	104 0 0
Total	1,504 14 0	304 0 10	84 14 0	514 10 11	410 0 0	910 0 0	34 0 0	4,700 0 0	---	---	---
Do.	1,504 10 0	304 10 0	84 0 0	514 10 11	410 0 0	910 0 0	34 0 10	---	4,700 0 0	---	---
Do.	1,504 11 0	304 10 0	84 0 11	514 10 0	410 0 0	910 0 0	34 0 0	---	---	4,700 0 0	---
Do.	1,504 11 0	304 1 0	84 10 0	514 10 0	410 0 0	910 0 0	34 14 0	---	---	---	4,700 0 0

CHARTER RECEIPTS FOR OCTOBER, 1905, IN COMPARISON WITH OCTOBER, 1904, AND AUGUST AND SEPTEMBER, 1905.

STATIONS	RECEIPTS IN							TOTAL RECEIPTS			
	New London Receipts	Providence Receipts	South Providence Receipts	North-Providence Receipts	Old Kent Receipts	Providence Receipts	South Providence Receipts	Providence 1905	Providence 1904	September 1905	August 1905
	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &	\$ % &
New Conn. S. & P.	127 0 10	---	---	410 10 0	111 0 0	14 10 0	---	662 0 0	504 0 0	504 0 0	504 0 0
Do. H. & L.	104 0 0	---	---	40 0 0	40 0 0	30 0 0	20 0 0	204 0 0	194 0 0	194 0 0	194 0 0
Old Kent Road	94 10 0	---	---	---	---	---	---	---	---	---	---
Dagwood Road	504 0 0	84 0 0	14 0 0	504 0 0	104 0 0	24 0 0	0 0 0	691 0 0	514 0 0	5,098 1 10	691 0 0
North-Providence	104 10 0	10 0 0	0 11 0	10 0 0	0 0 0	0 0 0	0 0 0	104 0 0	104 0 0	104 0 0	104 0 0
Wapping	104 0 0	10 0 0	0 11 0	10 0 0	0 0 0	0 0 0	0 0 0	104 0 0	104 0 0	104 0 0	104 0 0
Wadsworth	504 10 1	84 0 0	14 0 0	504 10 0	104 0 0	24 0 0	14 0 0	691 0 0	514 0 0	5,098 1 10	691 0 0
Wadsworth	104 11 11	84 0 0	0 11 0	0 0 0	---	---	0 0 0	104 0 0	104 0 0	104 0 0	104 0 0
Wadsworth	84 0 0	10 10 0	1 0 0	0 0 0	0 1 11	0 0 0	0 10 0	114 0 10	114 0 10	114 0 10	114 0 10
Total	1,504 11 11	304 0 10	84 0 0	514 0 11	410 0 0	910 0 0	34 0 10	4,700 0 0	---	---	---
Do.	1,504 0 10	304 10 0	84 0 0	514 0 0	410 0 0	910 0 0	34 0 0	---	4,700 0 0	---	---
Do.	1,504 11 0	304 0 10	84 10 0	514 10 11	410 0 0	910 0 0	34 0 0	---	---	4,700 0 0	---
Do.	1,504 11 0	304 10 0	84 0 11	514 10 0	410 0 0	910 0 0	34 0 0	---	---	---	4,700 0 0

NUMBER of Passengers booked to, from, and over the East London Line, for the months of April, May, June, July, August and September, 1889.

From	To and over	April.	May.	June.	July.	Aug.	Sept.	Nix Months Totals.
East London Line . .	Brighton Line .	16,733	14,840	18,316	17,636	21,551	17,236	166,312
" " " " . .	South Eastern Line	2,865	2,395	3,229	3,919	3,941	2,640	18,989
" " " " . .	Metropolitan "	53,130	50,578	55,201	55,286	59,312	56,869	336,276
" " " " . .	City Lines and Extensions	47,937	47,353	45,871	50,580	49,627	49,586	296,954
" " " " . .	District Line .	11,527	11,335	11,319	12,036	11,773	13,051	71,641
" " " " . .	Great Eastern Line	4,973	5,029	5,655	6,986	7,431	5,570	35,654
Brighton " " . .	East London "	17,802	18,231	18,871	20,676	20,978	19,509	116,067
South Eastern " " . .	" " "	3,474	3,882	3,981	3,975	3,772	3,623	22,707
Metropolitan " " . .	" " "	41,895	39,185	42,153	42,474	45,188	44,213	255,108
City Lines and Extensions " " . .	" " "	34,866	35,412	35,207	38,026	36,196	36,714	216,421
District Line " " . .	" " "	8,109	7,995	8,078	8,144	8,671	9,850	50,847
Great Eastern Line " " . .	" " "	6,338	6,215	6,734	11,247	12,315	9,902	52,751
East London Local.		253,238	255,981	259,605	272,566	264,494	264,170	1,579,654
	Total	502,887	498,431	514,230	543,551	545,249	532,933	3,137,281

THE EAST LONDON RAILWAY JOINT COMMITTEE.

MEETING.

CANNON STREET HOTEL, LONDON, 13th November, 1889.

PRESENT :

BRIGHTON COMPANY	.	.	.	J. PARES BICKERSTETH, Esq. Mr. SARLE.
CHATHAM	„	.	.	Sir SYDNEY H. WATERLOW, Bart. E. LEIGH PEMBERTON, Esq. Mr. MORGAN.
DISTRICT	„	.	.	Dr. GEO. WYLD. Mr. POWELL.
EAST LONDON	„	.	.	Lord ALFRED S. CHURCHILL. Mr. LACEY.
GREAT EASTERN	„	.	.	CHARLES H. PARKES, Esq.
METROPOLITAN	„	.	.	HENRY D. POCHIN, Esq. HENRY J. BARRETT, Esq. Mr. BELL.
SOUTH EASTERN	„	.	.	Sir EDWARD WM. WATKIN, Bart., M.P. Hon. A. E. GATHORNE HARDY, M.P.

IN ATTENDANCE :

Mr. PARSONS, for *Secretary and Manager*.

CHARLES H. PARKES, Esq., *in the Chair*.

892. Minutes.

THE Minutes of the Committee's Meeting of the 25th September having been printed and circulated were declared correct, and were signed.

893. Secretary and Manager.

(1.) REPORTED—

That Mr. J. J. Moynihan died from an attack of inflammation of the brain, at Brighton, on the 18th October.

Read letter from the widow stating the deplorable circumstances in which she, with a large family, is left, and asking for assistance, on which after consideration and discussion, it was

Resolved—

That an allowance of £200 per annum be made, during pleasure, but not exceeding three years, and the subject then to be reconsidered.

15th Nov.
1889.

(2.) SUBMITTED MINUTES of General Managers' Meeting of 7th November:—

At which were present:—

Sir MYLES FENTON	for South Eastern Company.
Mr. SABLE	" Brighton Company.
Mr. POWELL	" District Company.
Mr. BATES	" Chatham and Dover Company.
Mr. BELL	" Metropolitan Company.

Mr. BELL, in the Chair.

by whom it was suggested that inasmuch as Mr. W. H. Parsons, assistant to Mr. Moyulian, had acted as *locum tenens*, and (in consequence of Mr. Moyulian's illness) had practically performed the duties of the Office for the past 12 months, the Committee be recommended to appoint him as Mr. Moyulian's successor.

Resolved—

That William Henry Parsons be and is hereby appointed Secretary and Manager to the East London Railway Joint Committee at a salary of £300 per annum subject to three months' notice on either side, to perform such duties as the Committee may from time to time determine. The salary to date from the day of the decease of the late Mr. J. J. Moyulian.

894. Railway and Canal Traffic Act, 1888.—Classification and Schedule of Tolls for East London Railway.

Reported—

That Messrs. Wilson, Bristows and Carpmael advise, by their letter dated 30th September, having that day made the necessary deposit, at the Board of Trade, of the Revised Classification and Schedule of Tolls for East London Railway in pursuance of the Railway and Canal Traffic Act, 1888.

The Chairman, Mr. Parkes, was asked, and consented, to see Mr. Courtenay Boyle with a view to the waiving of the deposit of £50.

SUBMITTED correspondence, re entry of appearance before Board of Trade, as follows:—

"1, COPTHALL BUILDINGS,

"LONDON, 11th November, 1889.

"EAST LONDON RAILWAY.

"RAILWAY AND CANAL TRAFFIC ACT, 1888.

"DEAR SIR,

"We have to-day received from Mr. Lacey, the Secretary of the East London Railway Company, a letter from Mr. Oakley, a copy of which we send you on the other side.

"Will you kindly bring the matter before the Committee on Wednesday next, and obtain instructions.

"Yours faithfully,

"WILSON, BRISTOWS & CARPMAEL.

"W. H. PARSONS, Esq.

"East London Railway

"Joint Committee."

"THE GREAT NORTHERN RAILWAY,

"GENERAL MANAGER'S OFFICE,

"KING'S CROSS STATION,

"LONDON, November 9th, 1889.

"DEAR SIR,

"The Board of Trade have called my attention, as Secretary to the Railway Association, that your Company have not yet entered an appearance before the Board of Trade, in support of your classification and Schedules.

"I gather from the Board of Trade, that if the several Companies do not take steps to be represented, their schedules will be dealt with in their absence.

"If you desire to make any representation to the Board of Trade upon the subject, I shall be happy to be the medium for it, or you can, if you prefer it, communicate directly with the Board of Trade.

"I am, Yours faithfully,

"H. OAKLEY.

"SECRETARY,

"East London Railway."

The Chairman undertook to see Mr. Oakley in reference to the entering of an appearance before the Board of Trade.

895. Rent of Line to 30th September last.

REPORTED that in accordance with Minute 873 of 14th August last, the Lessee Companies having each contributed £1,000, the rent due to the East London Company—£15,000 less tax—had been paid to that Company on the 8th October.

15th Nov.
1889.

896. Arbitrator (E. L. R. Act, 1882. Clause 53.)

AFTER discussion—

Sir Sydney Waterlow moved and Mr. Bickersteth seconded:—

That Mr. Oakley be re-appointed Arbitrator for the ensuing year.

Sir Edward Watkin moved and Lord Alfred Churchill seconded—

That Sir Alexander Miller, Q.C. be appointed Arbitrator for the year 1890.

The Committee voted with the following result—

For the first alternative

Brighton Company.

Chatham "

District "

Great Eastern "

For the second alternative.

East London Company.

Metropolitan "

South Eastern "

The motion that Mr. Oakley be re-appointed was therefore carried.

RESOLVED—

That a cheque be forwarded to Mr. Oakley for 100 guineas as remuneration for the current year.

897. Traffic Facilities provided for by Clause 54 of Leasing Act.

THE motion of Lord Alfred Churchill:—

That the attention of the Lessee Companies be invited to consider the extension of Through Bookings,

was adopted, the Secretary and Manager being instructed to write the Managers on the subject and report to next meeting.

898. Thames Tunnel.—Proposed Dredging adjacent thereto.

SUBMITTED the following correspondence.

"THAMES CONSERVANCY,

"OFFICES, 41, TRINITY SQUARE,

"TOWER HILL, E.C.,

"28th October, 1889.

"SIR,

"I am directed by the Conservators of the River Thames to inform you that they have received "an application from Middleton's Steam Shipping Wharf Company, Limited, for permission to use a "Steam Dredger for the purpose of deepening the bed of the river in front of their new Pier at "Wapping, as referred to in Mr. Duckham's letter to Mr. Brady of the 17th May last, and, with "respect thereto, I am desired to inform you that, whilst the Conservators have no objection to offer "to the proposed work, they will, before communicating with Middleton's Steam Shipping Wharf "Company on the subject, be pleased to receive any observations which the East London Railway "Company may desire to make on the subject of the application.

"I am, Sir,

"Your obedient Servant,

JAMES H. GOUGH,

Secretary.

"The Secretary,

"East London Railway Joint Committee,

110, Cannon Street, E.C."

The above letter was formally acknowledged, and copy sent to Mr. Brady (Engineer of Maintenance) or report.

15th Nov.,
1889.

"SOUTH EASTERN RAILWAY,
"ENGINEER'S OFFICE,
5, ST. THOMAS'S STREET,
"LONDON, S.E., 4th November, 1889.

"MIDDLETON'S WHARF.

"DEAR SIR,

"With reference to yours of the 29th ult., I beg to say that the proposed dredging is to be carried out to the extent and depth described by Mr. Duckham in his letter addressed to me and dated the 17th May last.

"I cannot say that this amount of dredging is likely to injure the tunnel, but I do not think that the work should be approved of by the Joint Committee, as such approval would lessen the responsibility of the Wharf proprietors.

"I beg to enclose a copy of Mr. Duckham's letter, and also of my reply.

"Yours truly,

"FRAS. BRADY.

"W. H. Parsons, Esq.,
"East London Railway Joint Committee.

"P.S.—Since writing the foregoing, Mr. Waller, of St. Bride's Wharf, Wapping, has called on me, and I have suggested to him that possibly an undertaking to indemnify the Joint Committee from all loss from dredging operations will meet the case.—F. B."

"ENGINEER'S OFFICE,
"MILLWALL DOCKS,
"LONDON, May 17th, 1889.

"F. BRADY, Esq., C.E.
"St. Thomas's Street,
"London Bridge, S.E.

"DEAR SIR,—

"As you will, perhaps, hear of dredging to be done at Middleton & Co.'s new pier at Wapping, and be desirous of knowing what is intended, having regard to your anxiety for the safety of the Thames Tunnel, I write to let you know that the proposal is to dredge to 23 feet below T.H.W. just in front of the new T pier, and drop to 26 feet 6 inches at, say, 125 feet out. No dredging will be done nearer the Tunnel than the site of the Ferry Stage; the dredging that was done for the Ferry a few years ago will be sufficient for the present purposes of the Company. The dredging to the westward of the Ferry Stage will average the removal of, say, 1 foot 9 inches from the bed of the river. That portion of the hole or 'dock' dredged for the Ferry inside the line of the new pier will be filled up level with the adjacent foreshore.

"You will, I think, rightly conclude that nothing that is thus intended can in any way affect the Tunnel.

"Yours faithfully,

"F. E. DUCKHAM."

"SOUTH EASTERN RAILWAY,
"ENGINEER'S OFFICE,
"5, ST. THOMAS'S STREET,
"LONDON, S.E., May 18th, 1889.

"EAST LONDON RAILWAY.

"WAPPING JETTY.

"DEAR SIR,—

"I beg to acknowledge the receipt of yours of the 17th instant, for which I am obliged. You will, of course, kindly understand that I accept no responsibility with regard to your proposed operations.

"Yours truly,

"FRAS. BRADY.

"F. E. DUCKHAM, Esq."

" CITY OFFICE,
" 33, MARK LANE,
" LONDON, 11th November, 1889.

13th Nov.,
1889.

" The East London Railway Joint Committee,
" 110, Cannon Street, E.C.

" GENTLEMEN,

" Referring to a communication made to you by the Thames Conservancy with regard
" to the levelling of the bed in front of our new jetty at Wapping. We now beg to enclose copy of
" a letter dated 11th October last, addressed to us by Messrs. G. A. & A. Fuller, who are one of the
" greatest authorities on the subject, from the tenor of which you will observe that what they propose
" to do is less than that mentioned by our Engineer, Mr. Duckham, to your Mr. Brady, and
" consists merely of levelling which can in no way injure your property and this we are quite
" prepared to guarantee. As time is of the utmost importance to us we shall be much obliged
" by an early reply.

" We are, Gentlemen,

Your obedient Servants,

" Middleton's Steam Shipping Wharf Co., Ltd.

ALFRED BARRY,

Chairman.

LONDON, October 11th, 1889.

" E. WALLER, Esq.

" Middleton's Steam Shipping Wharf Company, Ltd.

" 33, Mark Lane, E.C.

" DEAR SIR,—

" According to your instructions of the 19th ultimo, we, on the 26th and 28th ultimo,
" surveyed the foreshore of Middleton's and St. Bride's Wharf, Wapping, in front of, and in line
" with, the outside of newly erected Pier, and found the bed of the River very irregular, and not
" at all suitable to ground a ship alongside jetty. It would require levelling the whole of the
" length of these two Wharves, about 350 feet long, 50 feet wide, shown in pink as per plans
" enclosed, from 1 to 3 feet deep (to give 20 feet of water alongside this jetty, say 18 inches below
" Trinity low-water mark) to make it suitable for a large steam-ship to berth at Jetty, and barges
" to ground safely outside her, to work the over-side goods.

" We are, Dear Sir,

" Yours obediently,

" G. A. & A. FULLER."

" 2 Encl.

" N.B.—This levelling done in making your bed suitable to ground your steamers and barges
" necessitates only the removal of the silting up caused by the Bargo Roads, and will not disturb
" the bed of the River in any way. You require the use of a steam dredger in order to make a
" complete level. We consider that the work will not in any way injure the adjoining property."

Resolved—

That this matter be remitted to the Chairman, Mr. Parkes, with full authority to consult an engineer,
and take such action as he may deem advisable in the Committee's interest.

899. Regulations of Railways Act, 1889.

SUBMITTED Board of Trade's circular letter, R. 12,521 of 24th October and reported:—

(1) The whole of East London Line Signals are worked on the Block System, the single
line working into New Cross S.E. being by Train Staff combined with the absolute Block
system, and the points are interlocked by means of Annett's Key.

The only requirement necessary to complete accordance with Board of Trade circular is a
Repeater for Deptford Road Junction Up Distant Signal from New Cross.

In all other cases Repeaters are provided where required.

(2) All levers are properly interlocked according to Board of Trade requirements.

(3) Instructions have been given for the printing of fares on our local tickets.

Ordered—

That the Repeater required, be furnished.

961. Deptford Road Station—Improvements.

202. Accident to Alfred Edwards, 28th ultimo.

Reported to Board of Trade.

904. Traffic Receipts, August last.

	August, 1889.			August, 1888.		
Passengers:—Local	£1,508	15	3	£1,508	15	5
Through	2,054	11	4	1,971	18	9
	£3,563	6	7	£3,479	14	2
Parcels, "H. C. and D."	"	57	5	"	56	5
Goods and Live Stock	"	259	5	"	228	13
	£3,879	17	10	£3,760	12	4

Referring to Minutes 874 and 886, reported:—

908. Claims of Lessee Companies against Committee.

Brighton Company—Running Expenses, September, &c.	£405	8	4
South Eastern "—Disbursements to 21st September	1,124	10	4
District "—Running Expenses, September and October	719	16	3
Metropolitan "—" " " September and October	1,958	4	7
Great Eastern "—" " " September and October	405	16	3
	£8,713	15	

Resolved—

907. Bankers' Pass Books SUBMITTED, showing credit balances to date:

Deposit Account	£2,000	0s.	0d.
Current			

Current	"	£2,000	0s.	0d.
	"	£1,249	1s.	4d.

908. Cheques Signed for £1,069 10s. 11d., Cheques for £15,728 3s. 6d. (Rent of Line, Wages, &c.)
reported signed since last meeting.

1212 No.,
1898.

Number of Passengers loaded on, from, and over the East London Line, for the months of April, May,
June, July, August and September, 1898.

From	To and over	April.	May.	June.	July.	Aug.	Sept.	Six Months' Totals.
East London Line	Brighton Line	18,755	18,848	18,318	17,526	21,551	17,226	108,232
—	South Eastern Line	2,865	2,865	2,229	2,313	2,541	2,549	18,362
—	Metropolitan	58,138	58,578	55,201	55,288	58,312	58,989	335,516
—	City Line and Extensions	47,367	47,353	45,871	50,580	48,827	48,586	289,964
—	District Line	101,527	101,325	101,313	102,036	101,773	102,051	711,946
—	Great Eastern Line	4,973	5,029	5,895	6,888	7,431	5,579	35,695
Brighton	East London	17,802	18,231	18,871	20,578	20,978	18,589	119,067
South Eastern	—	3,474	3,802	3,881	3,973	3,772	3,825	24,767
Metropolitan	—	41,885	39,185	42,153	42,478	45,188	44,213	255,109
City Line and Extensions	—	34,966	35,412	35,297	38,028	36,118	36,714	216,825
District Line	—	8,109	7,995	8,078	8,144	8,571	8,569	50,945
Great Eastern Line	—	6,238	6,215	6,774	10,247	12,315	9,802	52,791
East London Local	—	253,228	253,361	253,585	272,585	264,404	264,170	1,557,634
Total		502,387	498,431	514,230	543,551	545,249	532,832	3,137,282